UPDATES TO AC 21-2H as of 3/30/99

The information included in this document consists of unpublished updates to AC 21-2H, Export Airworthiness Approval Procedures, dated 9/6/95.

Any questions a designee may have concerning the information in this document should be directed to the designee's supervising FAA district office.

Point of contact for this document is Jim Jarvis, Airworthiness Programs Branch, AFS-610, at 405 954-6904.

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IRELAND - SPECIAL REQUIREMENTS

(Revised - August 28, 1997)

1. Aircraft and other Class I products to be eligible for certification by The Irish Aviation Authority should be covered by Export Certificates of Airworthiness, as provided for in [[Title 14 of the Code of Federal Regulations (14 CFR) part 21 of the United States.]].

2. Aircraft or other Class I products Type Certificated as new or derivative aircraft or products after 11 September, 1990 shall comply with applicable JAA Type Certification requirements.

3. Aircraft or other Class I products Type Certificated as new or derivative aircraft or products before 11th September, 1990 shall comply with applicable FAA or JAA Type Certification requirements.

4. Class II and III products will be exported in accordance with procedures prescribed in [[14 CFR part 21 of the United States]] or the applicable parts of JAR 21.

5. Export Certificates of Airworthiness and other related data should be forwarded to the foreign purchaser, or otherwise to the Authority, inasmuch as the Irish Aviation Authority requires that the applicant (the foreign purchaser) shall submit to that Authority such substantiating evidence as may be necessary to establish airworthiness and eligibility for registration and certification by that Authority.

6. In addition to the foregoing, applicable parts of the following special requirements prescribed by Ireland will be complied with when exporting aircraft.

(a) If the aircraft is the first (Note 1) of a model exported to Ireland, the following material will be furnished with the new aircraft.

(1) A copy of the Type Certification and Flight Test Reports. Flight characteristics of the aircraft shall be described in this report in a manner convenient for calculating the performance of the aircraft over a reasonable range of weights, altitudes, and atmospheric conditions. Performance figures obtained, or furnished with, the Type Flight Test Report shall have been corrected to standard atmospheric conditions, and a statement to this effect shall be made part of the report. Established operational limitations, speeds, and approved loads shall be indicated.

NOTE 1: When in doubt as to whether an aircraft is the first of a model, contact the air authority of the importing country.

(2) A copy of the manufacturer's production flight test report applying to the aircraft in question including a copy of the flight checkoff form utilized with respect to the testing of the aircraft.

(3) Three-view drawings of the major assemblies, installations, and primary structure.

(4) A type record or stress analysis summary or equivalent documentation showing, for all members of the primary structure, their design load, dimensions, materials, strength and margins of safety, or a copy of the static strength test reports when type approval was granted on the basis of such tests.

(5) A statement by an authorized representative of the manufacturer to the effect that all continued airworthiness information and service bulletins, and revisions to such bulletins will be automatically distributed to The Irish Aviation Authority, Aviation House, Hawkins Street, Dublin 2, Ireland.

(6) One copy of a flight manual for each aircraft, and one copy of the operating, maintenance (including maintenance schedule), and repair manuals and revisions to such manuals applicable to the aircraft, engine, propeller and equipment installed on the aircraft.

(7) A list of the necessary special tools and equipment (including a tolerance chart) essential to the inspection and servicing of the aircraft engines, propellers, and associated equipment.

(8) A copy of information or instructions essential to the assembly and rigging of the aircraft.

(9) A list of avionic equipment on the aircraft including flight control, display, communication and navigation systems and data and voice recorders with summary specifications and certification compliance for each system.

b. In case an aircraft of the same model has been exported to, and certificated in Ireland, the following documents or materials will be furnished by the exporter or by the government of the country of origin:

(1) The export certificate will list the propeller serial numbers, as well as the engine serial numbers.

(2) One copy of a flight manual for each aircraft; one copy of operating, maintenance (including maintenance schedule), overhaul and repair manuals if not already provided for in a. (6).

(3) A list of avionic equipment on the aircraft including flight control, display, communication and navigation systems and data and voice recorders with summary specifications and certification compliance for each system.

JAMAICA- SPECIAL REQUIREMENTS

(New - November 5, 1997)

1. GENERAL

(a) Any aircraft being imported into Jamaica from the United States must qualify for certification in the United States in the Standard or Restricted categories and must have been issued with an Export Certificate of Airworthiness, United States Federal Aviation Administration (FAA) form number 8130-4, in accordance with [[Title 14 of the Code of Federal Regulations (14 CFR) part 21]].

(b) All aeronautical products classified by the FAA as Class II or Class III products being imported into Jamaica, must be accompanied by documentation which confirms that the item conforms to the relevant sections or [[14 CFR]] part 21. An FAA Form 8130-3, carrying an authorized signature, is acceptable.

(c) If an aircraft is to be registered in Jamaica prior to departing from the United States, then the importer is required to make application to the Jamaica Civil Aviation Authority for the issue of the necessary Certificate of Airworthiness.

2. AIRCRAFT - FIRST OF TYPE BEING IMPORTED

If an aircraft being imported is the first of its type to be imported into Jamaica, the following must be supplied to the Jamaica Civil Aviation Authority (JCAA) prior to importation.

(a) One complete set of maintenance and overhaul manuals, with amendment service, for:

(i) The Aircraft

(ii) The Engine

(iii) The Propeller (if applicable)

(iv) The Auxiliary Power Unit (if applicable)

(b) A copy of the Type Certificate

(c) A copy of the Aircraft Flight Manual

(d) A copy of the Maintenance Schedule

(e) A copy of the Master Minimum Equipment List (MMEL)

(f) A summary of all applicable Airworthiness Directives (AD's).

(g) Proof of compliance with all AD's

(h) A copy of the Weight and Balance Report with proof that the aircraft has been weighed within the last year.

(i) Documentation showing that the aircraft has had an Annual Inspection within thirty (30) days prior to export, unless it is less than six (6) months old.

(j) The flight time, since new, of the aircraft and all life limited components. Time since overhaul of engine(s) and propellers(s)

(k) Proof of delivery of all historical records such as aircraft, engine and propeller logbooks, repair and alteration forms, to the importer. The JCAA reserves the right to review such records prior to importation.

3. AIRCRAFT OF A TYPE PREVIOUSLY ON THE JAMAICAN REGISTER

If an aircraft is not the first of its type being imported, then only items 2d, 2g, 2h, 2i, 2j, and 2k above need to be supplied to the JCAA prior to importation.

4. AERONAUTICAL PRODUCTS OTHER THAN CLASS I PRODUCTS

(a) All Aeronautical products, described as Class II products in the United States under [[14 CFR]] part 21.321 being imported into Jamaica, must be accompanied by:

(i) A duly certificated airworthiness approval tag FAA Form 8130-3; and

(ii) A statement of AD's and Service Bulletin complied with (if applicable).

(b) All aeronautical products, described as Class III products in the United States under [[14 CFR]] part 21-321 being imported into Jamaica, must be accompanied by:

(i) A duly certificated airworthiness approval tag, FAA Form 8130-3; or

A statement including a copy of original documentation from the manufacturer showing that the manufacturer holds one of the following authorizations:

(ii) A Production Certificate issued in accordance with US [[14 CFR part 21, (Subpart G)]], or

(iii) An FAA Parts Manufacturing Approval (PMA) issued in accordance with US [[14 CFR part 21, (Subpart K)]], and;

(iv) A Technical Standard Order (TSO) authorization issued in accordance with US [[14 CFR part 21, (Subpart O)]], or

(v) A statement of Airworthiness Directives and Service Bulletins complied with (if applicable).

5. CORRESPONDENCE

All correspondence regarding registration and certification of civil aircraft should be addressed to:

Jamaica Civil Aviation Authority
4 Winchester Road
Kingston 10

Fax (876) 960-1637

Attention: Director, Flight Safety

TAIWAN - SPECIAL REQUIREMENTS

(Revised - January 16, 1997)

SECTION 1 - INTRODUCTION. This section briefly describes administrative procedures for airworthiness acceptance of aeronautical products for import to Taiwan from the United States of America. Since Taiwan and the United States of America have no bilateral agreement for the reciprocal acceptance of aeronautical products, Taiwan reserves the right to either accept or deny importation of aeronautical products. To simplify the acceptance of all aeronautical products, the United States [[Title 14 of the Code of Federal Regulations (14 CFR)]] applicable to exporting aeronautical products will be acceptable and will be complied with by the exporter.

Administration and Procedures:

1. All aeronautical products Class I, II and III to be eligible for export to Taiwan must comply with the applicable provisions prescribed in [[14 CFR part 21, (Subpart L)]]. In particular, each Class I product will be exported with an Export Certificate of Airworthiness (FAA Form 8130-4) issued no longer than 90 days or 100 operating hours, whichever is the lesser period, since the date of issuance, and each Class II and III product will be exported with an Airworthiness Approval Tag (FAA Form 8130-3).

2. Aircraft and other Class I products to be eligible for export to Taiwan must, in addition to the requirements prescribed in [[14 CFR part 21, (Subpart L)]], be eligible for airworthiness certification in the United States "standard" classification and comply with the applicable Special Requirements under Section 2 of this document.

3. All aeronautical products located outside the United States may be eligible for export to Taiwan, however, they must have airworthiness approval for export in accordance with [[14 CFR part 21]].

4. The exporter must show evidence that the products or parts thereof were manufactured under one or more of the following approvals:

a. The current, valid FAA Production Certificate for the products involved, as prescribed in [[14 CFR part 21, (Subpart G)]].

b. An FAA Approved Production Inspection System (FAA-APIS) letter of approval, as stated in [[14 CFR part 21, (Subpart F)]].

(Product that has been manufactured under Type Certificate only, a Statement of Conformity, FAA Form 8130-9, must be included.)

c. An FAA Replacement and Modification Parts Manufacturers Approval (FAA-PMA) letter of approval issued by FAA in accordance with [[14 CFR part 21, (Subpart K)]].

d. A Technical Standard Order (TSO) acknowledgment or authorization issued by FAA per [[14 CFR part 21, (Subpart O)]].

5. Class I products to be eligible for export to Taiwan are those listed in the aircraft, engine, and propeller Type Certificate Data Sheets (TCDS's) and are in production currently.

6. All Class I products exported in unassembled condition shall have sufficient instructions which describes working procedures, methods of rigging/alignment, ground testing, inspection methods, and other pertinent data for the assembly in Taiwan. The Export Certificate of Airworthiness will be invalid if all data to properly assemble the aircraft are not forwarded with the products.

7. A statement must be signed by the manufacturer's representative to the effect that all Airworthiness Directives (AD's) have been complied with, that all mandatory modifications have been embodied, and that any special inspections required have been carried out.

8. To be eligible for operation under the importing country registration, the aircraft must be equipped/installed in accordance with the requirements of the operating regulations/special regulations required in Taiwan. Complementary information may be obtained from:

Chief, Airworthiness Branch
Flight Standards Division
Civil Aeronautics Administration
Taipei Sung Shan Airport
Taipei, Taiwan R.O.C. 105

SECTION 2 - SPECIAL REQUIREMENTS. The following is the special administrative requirements which must be satisfied at the time of export for products to be eligible for airworthiness certification by Taiwan. The documents listed below must be provided and addressed to:

Chief, Airworthiness Branch
Flight Standards Division
Civil Aeronautics Administration
Taipei Sung Shan Airport
Taipei, Taiwan R.O.C. 105

1. For each individual new aircraft.

a. The original Export Certificate of Airworthiness, FAA Form 8130-4 (including engines/propellers installed while delivered).

b. Noise Abatement Certificate.

c. A statement of compliance with the current requirements of fuel venting and engine exhaust emissions.

d. An aircraft Bill of Sale or other evidence of ownership.

e. A list of all equipment installed on the particular product and Buyer Furnished Equipment (BFE/Buyer Options), containing serial numbers, part numbers, and locations instruction. (A statement of being compatible with the Type Specifications for BFE's.)

f. A list of radio communication and navigation equipment installed, including make, model, locations, capacity, frequencies and operating instructions.

g. The current weight and balance report and loading schedule, containing a complete inventory of all equipment and instructions.

h. Notification of the aircraft having been canceled from the exporting country registration.

i. The list of all Airworthiness Directives (AD's) issued by FAA, and a statement of compliance shown at the time of issuance of the Export Certificate of Airworthiness.

j. A copy of the manufacturer production flight test report, and all the discrepancies found during the flight test have been rectified.

k. Modification Standard, including Production Modification, Customer Options, and Equipment incorporated not necessarily installed by the manufacturer.

l. A copy of Type Certificate Data Sheets (TCDS's). The particular aircraft must be included in the Type Certificate Data Sheets.

m. A copy of Supplemental Type Certificate (STC), if any, and details of alterations embodied under STC.

n. Statement of Build Standard, including aircraft specifications, additional requirements, special conditions, equivalent safety items, and exemptions.

o. Language. The required marking and placards installed in passenger cabins, passenger storage compartments, and aircraft exterior markings must be bilingual-Chinese and English. Markings/placards in the cargo baggage storage compartments must at least be in English.

p. Seating configuration approval document. The applicant shall forward to the importing country for certification prior to issuance of Export Certificate of Airworthiness.

q. Record of rigging checks.

r. Record of compass system and magnetic compass swings.

2. For aircraft first of the type/model. In addition to the documents listed above in paragraph 1, the following technical data are required:

a. One copy of the Type Flight Test Report.

b. One copy of Production Certificate with, Production Limitation Record, or the Approved Production Inspection System.

c. FAA approved Master Minimum Equipment List.

d. Structurally Significant Items and System Significant Items.

e. Three-view drawings of the major assemblies, installations, and primary structure.

f. Manuals:

f.1. Maintenance Review Board Report (MRB).

f.2. Maintenance Planning Document (MPD).

f.3. Flight Manual. Provides aircraft performance operating limitations and other flight data required by relevant Airworthiness Authorities for Certification. It includes the Configuration Deviation List.

f.4. Operations Manual. Provides aircraft and system descriptions, normal, abnormal, and emergency procedures and operational performance.

f.5. Maintenance Manual.* /Wiring Diagram.*

f.6. Structural Repair Manual.*

f.7. Illustrated Parts Catalog (IPC).*

f.8. Weight and Balance Manual.

f.9. Components Manual
- Overhaul/Component Maintenance Manual: Manufacturer.*
- Overhaul/Component Maintenance Manual: Vendor.*

f.10. Non-destructive Inspection Manual.*

f.11. Overhaul/Repair Standard Practices Handbook.

f.12. One complete set of Service Bulletins or the equivalent.

f.13. Engineering Documents
- Standards Manual: Contains data about standards approved by the exporter including reference lists.
- Process and Material Specification: Contains data related to manufacturing processes and material identification and treatments used in the construction assembly of the Aircraft.

NOTES: Marking * means either microfilm or microfiche will be accepted.

3. For each individual used aircraft.

a. A photocopy of canceled U.S. Standard Airworthiness Certificate.

b. The certified logbooks or equivalent historical records for the Class I product and the major equipment and components (such as APU), contains information on operational times and cycles (since new and since last overhaul), maintenance, overhaul, repairs, and modifications, and status of parts with limited life time.

c. The past maintenance schedule and programs.

d. The components operating and storage limits, overhaul life summary, including details of service remaining and modification standards.

e. Component and structure retirement life summary, including details of service life remaining.

f. Compliance with structural sampling schedule and location/position, and description of the details of sampling procedures and practices.

g. Maintenance reliability programs for previous operator's fleet which include the exported aircraft
- Previous and recurring inspection cycles of system/components.
- Analysis and calculating methods for monitoring the maintenance programs.
- Performance standards of the monitored system/components.

4. For engine and propeller.

a. Export Certificate of Airworthiness, FAA Form 8130-4.

b. Compliance with [[14 CFR part 21, (Subpart L)]].

c. Statement of all AD's and Mandatory SB's complied with.

d. Manuals
- Maintenance, Illustrated Parts Catalog, and Overhaul documents.*
- Service Bulletins and, if applicable, Service Information/Letters.*

5. For aircraft/engine/propeller parts and components.

a. Airworthiness Approval Tag, FAA Form 8130-3.

b. Compliance with [[14 CFR part 21, (Subpart L)]].

c. Statement of all AD's and Mandatory SB's complied with.

6. For radio/APU/appliances and other Class II and III products.

a. Airworthiness Approval Tag, FAA Form 8130-3.

b. Compliance with [[14 CFR part 21, (Subpart L)]].

c. Statement of all AD's and Mandatory SB's complied with.

7. NOTES:

a. Marking * means either microfilm or microfiche will be accepted.

b. The amendments or new issues of all the manuals listed in the above paragraphs will be the responsibility of the exporter.

REPUBLIC OF THE PHILIPPINES - SPECIAL REQUIREMENTS

(Revised - August 10, 1995)

1. INTRODUCTION:

Effective immediately in the interest of aviation safety, pursuant to the provisions of Sec. 32, Par. 6 & 9 of the Republic Act 776, An aircraft or Class I product are eligible to be imported into the Republic of the Philippines if an Aircraft Type Certificate and Noise Type Certificate have been Revalidated by this office. Likewise Class II and III products must also comply with the applicable civil air regulations established or adopted by the Air Transportation Office.

2. HOW TO OBTAIN A PHILIPPINE REVALIDATED AIRCRAFT TYPE CERTIFICATE AND NOISE TYPE CERTIFICATE:

2.1 APPLICANT

The applicant for a Philippine Revalidated Aircraft Type Certificate and Noise Type Certificate must be the manufacturer or, where applicable, the Type Certificate Holder.

In some special cases it may be possible to accept an application for an Aircraft Type Certificate and Noise Type Certificate Revalidation from a person or aircraft owner/operator who is not the manufacturer or type certificate holder, provided the applicant furnishes proof that he has been dully authorized by the manufacturer or the type certificate-holder and is capable to assume complete responsibility for the Class I product of continuing airworthiness in compliance to ATO airworthiness standards and ICAO Annex 8.

2.2 COMPETENT AUTHORITY AND PROCEDURE

2.2.1 The application for the Revalidation of Aircraft Type Certificate & Noise Type Certificate and any documents the Air Transportation Office may require as provided in para. 2.4 shall be forwarded to:

Chief, Aviation Safety Division
Air Transportation Office
NAIA, 1300 Pasay City, M.M.
Philippines
Tel. No.: (DL) 833-33-62
(TL) 832-19-61 Loc. 3252/3253
Fax No.: 891-64-02
AFTN: AFTN RPMMYAYX

THRU: Chief, Aircraft Engineering Section

2.2.2 The Aircraft Engineering Section, Aviation Safety Division will acknowledge receipt of the application and establish the procedure, including:

(A) definition of the certification basis (see para. 2.3);

(B) details on information and data required in addition to the documents listed under para 2.4;

(C) date and place of the ATO Aeronautical Engineer visit to the appropriate Civil Aviation Authorities and the manufacturer’s facilities;

(D) date and place of the certification test flight to be participated and monitored by an ATO Aeronautical Engineer.

2.3 CERTIFICATION BASIS

2.3.1 The basis of the ATO Revalidation of Aircraft Type Certificate and Noise Type Certificate will be the applicable civil air regulations requirements established or adopted by the government of the Republic of the Philippines. The Assistant Secretary (ASSEC) may grant exemptions, if the level of safety is not impaired.

2.4 REQUIRED DOCUMENTS

2.4.1 For the issuance of a Revalidated Type Certificate and Noise Type Certificate for a first of a model aircraft or Class I product, the following must be submitted:

(A) Authenticated Type Certificate;

(B) Authenticated Type Certificate Data Sheet;

(C) Authenticated Supplemental Type Certificate if applicable;

(D) General description of aircraft including its design philosophy and three view drawings;

(E) Manufacturer's compliance checklist on aircraft, engine, and or propeller based on the selected applicable requirements;

(F) Master Minimum Equipment List;

(G) Weight and Balance Program;

(H) Production test flight report;

(I) Compliance report to any applicable airworthiness directive and service bulletin;

(J) Service Publications;

(K) Manuals:

a. Flight Manual.

b. Owner's/Pilot Manual.

c. Aircraft Maintenance Manuals.

d. Structural Repair Manual.

e. Aircraft Weight and Balance Manual.

f. Wiring Diagram.

g. Illustrated Parts Catalog.

h. Assembly & rigging instruction if aircraft is to be assembled in the Philippines.

2.5 PRIVILEGES

The holder of a revalidated aircraft type certificate and noise type certificate for Class I product may:

(A) be eligible for importation into the Republic of the Philippines;

(B) obtain Philippine airworthiness certificate and aircraft registration, if desired.

2.6 DURATION

A revalidated aircraft type certificate and noise type certificate is effective unless sooner surrendered, suspended, revoked, or otherwise terminated by the ASSEC.

3. HOW TO OBTAIN AN ATO PRODUCT APPROVAL FOR CLASS II AND III:

3.1 APPLICANT

The applicant for ATO approval of Class II and III products must be the manufacturer or his duty authorized representative.

3.2 COMPETENT AUTHORITY AND PROCEDURE

3.2.1 The application for ATO Approval for Class II and III product shall be made thru letter address to, see para. 2.2.1.

3.2.2 The Aircraft Engineering Section (AS-5), Aviation Safety Division will acknowledge receipt of the application and inform the applicant of any additional requirements found necessary to ensure an acceptable level of safety. Further, the AS-5 will advise the date and place of a technical visit by an ATO Aeronautical Engineer of the manufacturing facilities.

3.2.3 Prior to installation, any approved Class II & III product must be inspected by an ATO Aeronautical Engineer.

3.3 REQUIRED DOCUMENTS

The following documentation must be submitted:

(A) Parts Manufacturer Approval or Technical Standard Order whichever is applicable;

(B) Test reports showing that product design meets the applicable airworthiness requirements;

(C) If the product was manufactured other than the designer, a proof of agreement must be presented;

(D) Technical drawings and applicable instructions.

3.4 DURATION

The ATO Product Approval for Class II and III is effective unless sooner surrendered, suspended, revoked, or otherwise terminated by order of the ASSEC.

3.5 ELIGIBILITY

Only an ATO approved product for Class II and III is eligible for installation on certificated Philippine civil registered aircraft.

All orders and/or memoranda that maybe in conflict herewith are hereby rescinded.

For strict compliance and guidance.

ROMANIA - SPECIAL REQUIREMENTS

(New - April 10, 1996)

I. GENERAL REQUIREMENTS

A. DESIGN REQUIREMENTS

(a) Equipment

1. Minimum Equipment Installation : According to ICAO Annex 6;

2. Pilot and Copilot altimeter : Barometric correction scale in hPa (mb);

3. Basic fuel system quantity indication : Metric;

4. Radioactive and dangerous materials : Parts and units containing these materials:
(a) have to be placarded;
(b) MM information required.

(b) Marking/Placards

1. Registration Marks : According to ICAO Annex 7;

2. Fireproof Identification Plate : According to JAR 21 par 803 (a), respectively :
- Manufacturer's name;
- Model designation;
- Manufacturer's Serial number;
- Nationality and Registration Marks

3. Placards : - Crew station : English language;
- Passenger cabin : English and Romanian language;
standardized symbols (pictograms) may be used;
- Outside placards : English and Romanian language.

NOTE: Details and eventual exceptions will be submitted by separate mail.

4. Flag of Romania : According to R.C.A.A. approved marking-decorative exterior drawing.

B. ADMINISTRATIVE REQUIREMENTS

(a) Environmental

1. External Noise:
Aircraft noise level must comply with ICAO Annex 16, Part 1, latest Revision; noise test report must be submitted.

2. Engine Emission:
Engine emission level must comply with ICAO Annex 16, Part 2 for Turbojet.

(b) Equipment

1. Engine:
Separate application for T.C. or validation of engine type certificate should be filled.
The Romanian Type Certificate for engine must be issued before/once with the Romanian Type Certificate for the aircraft.

2. Avionic Equipment Certification:
Avionic Equipment must comply with applicable TSO; maintenance/installation manuals must be submitted.

3. Flight Data Recorder and Cockpit Voice Recorder:
According to ICAO Annex 6.

4. Survival and Emergency Equipment:
According to ICAO Annex 6, completed with:
- R.C.A.A. Operational Directive on Safety of Air Transport Operation No. 01-06-96/1996 "Romanian requirements regarding the medical supplies to be carried on board of civil aircraft registered in Romania, authorized to carry passengers and cargo".
- R.C.A.A. Operational Directive on Safety of Air Transport Operation No. 04-07-96/1996 "Romanian requirements regarding first aid oxygen supplies to be carried on board of civil aircraft registered in Romania, authorized to carry passengers".

(c) Operation

1. Takeoff and Landing on wet and contaminated runways : AFM Supplement must be available.

2. Emergency Evacuation Demonstration : Test reports must be submitted.

3. Ditching : Flotation time and trim test/analysis reports must be submitted.

(d) Aircraft Documentation/Manuals

The following documentation/manuals should be submitted to R.C.A.A. :

1. T.C. Documents :
- Type Certificate and Type Certificate Data Sheet of the manufacturing country for airplane, engine, APU;
- Compliance Checklist for airplane, engine, APU;
- Installation Manuals for engine, APU;
- Test and technical reports, drawn up by the Manufacturer with the view of the Type Certification in the country of origin, which were selected by the R.C.A.A. for the Romanian type certification database.

2. Operation Documents :
- Airplane Flight Manual (AFM);
- Flight Crew Operation Manual (FCOM);
- Weight and Balance Manual;
- Quick Reference Handbook (QRH);
- Master Minimum Equipment List (MMEL).

3. Maintenance Documents :
- Maintenance Requirements Manual, including MRB;
- Maintenance Planning Guide or approved Maintenance Schedule;
- Full set of Maintenance Manuals, including engine and APU;
- Technical Publications (SB, SL etc.);
- Wiring diagram manual;
- Illustrated Parts Catalogues;
- NDT - Manual;
- Structural Repair Manual.

NOTE: **(a)** All these technical publications including revision service for the time of operation must be granted by the applicant to R.C.A.A. free of charge.

(b) Documentation listed at para. B(d)1 above should be submitted to R.C.A.A. if the aircraft type concerned is to be certificated for the first time in Romania.

4. Individual A/C Delivery Documentation : R.C.A.A. Checklist will be issued later.

(e) TA/STC Approved Optional Equipment selected by the Romanian operator:

Approval by the R.C.A.A. of Optional Equipment selected by the Romanian operator is to be made by validation of TA/STC issued by the original civil aviation authority for this equipment.

(f) Training:

Before delivery of the first airplane to Romania, two flight inspectors and two airworthiness inspectors (one for airframe and one for electronic/avionic systems) for the annual inspection have to be trained, on expenses of the applicant.

II. SPECIFIC REQUIREMENTS

Will be established after the receipt and review of the CUSTOMIZED SPECIFICATION (in draft).

ISLAMIC REPUBLIC OF PAKISTAN - SPECIAL REQUIREMENTS

(Revised - September 15, 1996)

REQUIREMENT FOR IMPORTATION OF AIRCRAFT AND ASSOCIATED STORES

1. GENERAL.

1.1 These requirements apply to the importation of new and used aircraft into Pakistan. Aircraft already operating in this country on foreign registration which are to be transferred to the Pakistan Civil Aircraft Register are to be treated as imported in Pakistan.

1.2 The importer must provide to the Airworthiness Division full specification of the aircraft including detailed description with makers and part numbers of the Avionic equipment and other major components fitted and of the instrument panel lay-out of the aircraft. It is suggested that the prospective importer provides this information BEFORE ordering or purchasing the aircraft since modifications to the aircraft and/or its installed equipment may be required prior to issue of a Pakistan Certificate of Airworthiness.

1.3 Application for the grant of Certificate of Registration should be made well in advance to the DG CAA, Karachi on form CAA-054 together with the receipt showing that the prescribed fee has been deposited in the account of the CAA in the Habib Bank Limited, 19-Liaquat Barracks, Karachi for credit to CAA Collection Account No. 1.

1.4 If the aircraft is already on the register of another country, the importer is required to arrange with the Airworthiness Authorities on whose register the aircraft is currently borne to advise the DG CAA by telex, cable or by letter of the deletion of the aircraft from their register No. registration in Pakistan is possible until such confirmation is received addressed to the DG CAA, Karachi, Pakistan.

2. DOCUMENTATION.

2.1 The following documents are required before a Certificate of Registration is issued:

2.1.1 No Objection Certificate (NOC) from the Air Transport Branch of HQ CAA.

2.1.2 Copy of Import Permit from Government of Pakistan.

2.1.3 Customs clearance documents.

2.1.4 De-registration certificate from the country of previous registration.

2.2 Application for the grant of Certificate of Airworthiness must be made on form CAA-053 to the CAA together with a receipt of the appropriate fee. If there is no current foreign Certificate of Airworthiness in respect of the aircraft, an adequate explanation must be given along with the application.

2.3 The following documents must be provided to the Airworthiness Division before Certificate of Airworthiness can be issued:

2.3.1 The existing Certificate of Airworthiness and/or the Certificate of Airworthiness for export.

2.3.2 Two copies of the Flight Manual issued for that type of aircraft.

2.3.3 Two sets of Maintenance, Overhaul, Repair and Operation Manuals in respect of the aircraft, engines, propellers and installed Avionic equipment, along with a written confirmation from the manufacturers thereof that amendments, revisions, on new issue will be supplied to the CAA as soon as they are issued.

2.3.4 A complete set of Service Bulletins, Service Instructions, Service Letters, modification bulletins and any other technical data of a similar nature in respect of the aircraft, engines, propellers and/or installed equipment and a supply written confirmation from the relevant manufacturers that amendments, revisions and new issues will be supplied to CAA as soon as they are issued.

2.3.5 Weight and Balance report and equipment list for the particular aircraft.

2.3.6 The Manufacturer's flight test report for that particular aircraft.

2.3.7 The airframe, engine and propeller log books, if such are in existence, for scrutiny.

2.3.8 A statement of the modification status and Airworthiness Directives embodiment pertaining to the airframe, engines, propellers and installed Avionic equipment.

2.3.9 Copy of the Master Minimum Equipment List (MMEL) as issued by country of manufacture of aircraft.

2.3.10 Such other technical records as may be required by the Airworthiness Division.

2.4 The documents and informations required by Airworthiness Division are to be provided at no charge of any nature to the CAA. In case aircraft of the same type are already on the register of Pakistan, the Airworthiness Division may at its discretion waive the requirement for any of the above documents as it may deem fit.

2.5 Prior to the issuance of a Pakistan Certificate of Airworthiness, the importer may be required to submit the aircraft opened up for inspection, as directed, for survey by the CAA Airworthiness Surveyors and to carry out any work called for. To avoid possible prolonged grounding of aircraft, it is necessary that this inspection be carried out at the manufacturer's or operator's facility where the aircraft is purchased, unless otherwise directed by the Airworthiness Division. For this purpose, the importer will bear all the costs in connection with travel and stay of the CAA Surveyors abroad. Additionally, the training of two surveyors, at the cost of operator, may be required in case of new aircraft import.

3. AIRCRAFT PARTS.

(a) Class I Products.

(i) FAA Export Certificate of Airworthiness (FAA Form 8130-4).

(ii) Compliance with 14 CFR part 21, (Subpart L).

(b) Class II and Class III Products.

(i) FAA Airworthiness Approval Tag (FAA Form 8130-3).

(ii) Compliance with 14 CFR part 21, (Subpart L).

4. However FAA Form 8130-4 for the above products issued under [[14 CFR part 183]] by [[a]] Designated Manufacture Inspection Representative (DMIR) will only be acceptable if a copy of FAA's authorization for the respective DMIR is provided along with the export documents.

NEW ZEALAND - SPECIAL REQUIREMENTS

(Revised - September 30, 1996)

SECTION 1 - INTRODUCTION.

1.1 An Export Certificate of Airworthiness with pertinent data attached will be required for each Class I product exported from the United States to New Zealand.

1.2 To be eligible for installation in New Zealand aircraft, Class II must be issued with an Airworthiness Approval Tag (FAA Form 8130-3).

1.3 To be eligible for installation in New Zealand aircraft, Class III products must be issued with an Airworthiness Approval Tag (FAA Form 8130-3); or a Production Certificate granted under [[Title 14 of the Code of Federal Regulations (14 CFR) part 21, (Subpart G)]]; or an FAA Parts Manufacturing Approval (PMA) granted under [[14 CFR part 21, (Subpart K)]]; or a Technical Standard Order (TSO) authorization granted under [[14 CFR part 21, (Subpart O)]].

1.4 Class II or Class III component may be eligible for installation in New Zealand aircraft if issued with a document issued by and FAA Certificated Repair Station and which quotes the certificate number issued to that repair station under [[14 CFR part 145]].

1.5 Special requirements which must be satisfied before the issue of a U.S. Export Certificate of Airworthiness are identified in Section 2. Data shall be forwarded to the Director Civil Aviation, Civil Aviation Authority, Aviation House, 1 Market Grove, P.O. Box 31441, Lower Hutt, New Zealand (Attention: Controller Aircraft Certification).

1.6 Airworthiness certification procedures of New Zealand aircraft are specified in the New Zealand Civil Airworthiness Rules Part 21. Application for a New Zealand Airworthiness Certificate is to be made not less than 28 days before the issue of the certificate is desired.

1.7 Additional requirements which must be satisfied for the issue of a New Zealand Airworthiness Certificate, are specified in New Zealand Civil Airworthiness Requirements Volume 1 Section C and Volume 2. (After 31 March 1997 these additional requirements will be specified in New Zealand civil Aviation Rules Part 26 and Part 39.) It is not necessary for these additional requirements to be satisfied before export from the United States.

1.8 Aircraft which are certificated only in the United States Restricted Category will not be eligible for registration or airworthiness certification in New Zealand unless special conditions are met.

1.9 If the airworthiness standards which form the certification basis for the aircraft pre-date the U.S. Civil Airworthiness Regulations, the aircraft may be certified in the New Zealand Restricted Category and may be ineligible for operations for hire or reward.

1.10 Supply of data listed in Section 2.2 and 2.3 may be required in respect of Supplemental Type Certificate (STC) alterations before a New Zealand Certificate of Airworthiness is issued.

1.8 Unless otherwise agreed by the Authority, all data must be supplied in the English language and supplied at no cost to the Authority.

SECTION 2 - SPECIAL REQUIREMENTS.

2.1 The following data requirements must be satisfied at the time of export for an aircraft to be eligible for New Zealand airworthiness certification. The listed data must be supplied to the Aircraft Certification Unit, Safety Certification Group, Civil Aviation Authority.

(a) A copy of the Export Certificate of Airworthiness.

(b) Statement of Modification, Service Bulletin and Equipment Standard at build.

(c) Summary of Modifications, Repairs, Service Bulletins, Customer Options, and Equipment incorporated since initial build.

(d) Statement of Compliance with FAA Airworthiness Directives for U.S. manufactured aircraft.

(e) Airframe, engine, propeller and APU logbooks (as applicable).

(f) Copies of any applicable Supplemental Type Certificates.

2.2 In addition, the following data associated with foreign type certification will be required for type acceptance under New Zealand Civil Aviation Rules Part 21 Subpart B of the first aircraft of a particular type or model exported to New Zealand.

(a) A copy of the type certificate or equivalent document, which certifies compliance with the applicable airworthiness requirements.

(b) Particulars of the airworthiness design requirements with which the aircraft complies including the airworthiness standards, the effective date of the standards, any special conditions applied and any provisions not complied with, together with the associated compensating factors. A copy of a type certificate data sheet or equivalent will provide such data except that, where special conditions or compensating factors are included, the documents detailing them will also be required.

(c) A list identifying the data submitted for the issue of the type certificate prescribed in 2.2(a), showing compliance with the applicable airworthiness standards.

(d) Such of the data listed by 2.2(c) as the Authority requires.

(e) A copy of the flight manual or, if a flight manual is not required by the applicable airworthiness standards, a document defining operating limitations and providing operational data. Also a weight and balance manual if such information is not contained in the flight manual.

(f) Data to identify the type design such as a parts catalogue or drawings.

(g) Data to identify essential and optional equipment and the location of emergency equipment.

(h) Copies of the instructions for continuing airworthiness, required to be prepared under the airworthiness standards, such as maintenance manuals.

(i) Service documentations issued by the manufacturers of the aircraft, engines, propellers and equipment, such as service bulletins, service letters and equivalent documents.

(j) A statement from the type certificate holder or manufacturer, undertaking to provide the Authority with an ongoing revision service for the operating, maintenance and service documentation.

2.3 It is desirable at the time of type acceptance for first-of-type aircraft or variants to supply additional available data which may subsequently be required for such purposes as the approval of design changes, maintenance and air transport operations. These data may include:

(a) Maintenance, overhaul and repair manuals for airframe, engines, propellers and equipment additional to those required under 2.2.

(b) The manufacturer's detailed specification for the type.

(c) The customer's detailed specification for the type.

(d) The manufacturer's specifications for special processes and materials used in manufacture and maintenance.

(e) Electrical load analysis.

(f) Location drawings for all radio antennas.

(g) Operations manual.

(h) Master minimum equipment list (MMEL).

(i) Maintenance planning document (MPD).

(j) Maintenance review board document (MRB).

(k) Manufacturers Maintenance schedule.

(l) Ground and flight type inspection reports (TIR).

REPUBLIC OF MALAWI

(Revised September 17, 1996)

EXPORT OF AIRWORTHINESS APPROVAL PROCEDURES SPECIAL REQUIREMENTS

1. GENERAL

a. Aircraft, Aircraft Engine or Propeller

(i) Compliance with 14 CFR part 21, (Subpart L).

b. Aircraft Parts, Aircraft Engine Parts, Propeller Parts, components or Appliances.

(i) Airworthiness Approval Tag (FAA Form 8130-3).

c. For further information write to:

The Chief Civil Aviation Officer,
Department of Civil Aviation (DCA)
Private Bag 322,
Lilongwe 3.
Malawi.

2. AIRCRAFT OF FIRST TYPE

In addition to compliance with applicable sections of [[14 CFR part 21]], if the aircraft is the first of a model to be exported to the Republic of Malawi, the following materials shall be furnished to the Chief Civil Aviation Officer at no charge:

3. NEW AIRCRAFT

a. A complete set of maintenance, overhaul and repair, and parts catalogue for:

(i) Airplane

(ii) Engine

(iii) Propeller and

(iv) New equipment fitted on the aircraft

b. A complete set of manufacturer's service bulletins, instructions and leaflets with respect to the airplane, engine, propeller and fitted equipment.

c. A maintenance planning document.

d. An approved flight manual or pilot's operating handbook.

e. Master minimum equipment list.

f. Weight and balance report.

g. A copy of the type flight test report.

h. Amendments and new issues of all relevant documentation.

i. A statement that all mandatory FAA directives have been complied with.

j. A statement of compliance with Malawi DCA notices requiring a mandatory action.

4. USED AIRCRAFT For used aircraft, in addition to the foregoing, the following shall also be furnished:

a. Certificated airframe and engine logbooks and where applicable propeller logbooks or other equivalent historical records showing total operating hours and hours since last overhaul.

b. Flight time since new or overhaul of any components of the aircraft, engines or equipment which are subject to mandatory life limitations or approved overhaul periods.

c. The aircraft shall be subjected to a physical condition survey and review of associated records to the satisfaction of the DCA before issuance of Malawi Certificate of Airworthiness is considered.

JAPAN - SPECIAL REQUIREMENTS

(Revised - June, 1997)

SECTION 1. INTRODUCTION

The manner in which Japan accepts aeronautical products from the United States is governed by the Japan-U.S. Bilateral Airworthiness Agreement (BAA) which was effected by an Exchange of Notes on November 29, 1977. In addition, the amendment of Civil Aeronautics Law of Japan will come into effect in October 1997, which includes introducing Type Certification for import aircraft and strengthening of environmental rule such as introducing noise certification for propeller-driven aeroplanes and helicopters, and engine emission control based on ICAO Annex 16. The following in this section summarize the procedures for certification of aeronautical products imported into Japan.

1.1 Procedures for aircraft

a. An Export Certificate of Airworthiness, FAA Form 8130-4, as provided for in [[Title 14 of the Code of Federal Regulations (14 CFR) part 21, (Subpart L)]], with pertinent materials specified in Section 3 will be required for aircraft exported from the U.S. to be eligible for Airworthiness Certification by Japan. The pertinent materials is dependent on whether an aircraft is type certificated by Japan or not, and they are prescribed in the separate subsection in Section 3. Type Certification is not prerequisite in Japan, but once the aircraft is type certificated, the requirements and procedures for Japanese Airworthiness Certification for individual imported aircraft is simplified.

b. The requirements for obtaining Japanese Type Certificate is specified in Section 2. The procedures for Type Certificate are as follows:

(1) Applicant

The applicant must hold or have made application for a U.S. Type Certificate.

(2) Administrative procedures

The application for a Japanese Type Certification and any documents specified in Section 2 must be forwarded to the Airworthiness Division, Engineering Department, Civil Aviation Bureau, Ministry of Transport, No. 3 Godo-Chosha, 2-1-3, Kasumigaseki, Chiyoda-ku, Tokyo, 100, Japan. After receiving the application, the Civil Aviation Bureau of Japan (JCAB) will conduct the following Type Certification procedures.

(a) Certification basis will be the airworthiness and environmental requirements of Japan that would be applied for a similar product produced in Japan at the time of original application for the Federal Aviation Administration (FAA) or that of the original Type Certification of the FAA for products currently in production. The JCAB certification basis will be examined on the basis of the FAA certification bases plus special conditions and additional special requirements. JCAB will determine additional special requirements, if any, comparing the airworthiness requirements of Japan with that of the FAA at the time of original application for the FAA and also comparing the environmental requirements of Japan which is equivalent to ICAO Annex 16 with that of the FAA at the time of application for JCAB. When it is deemed necessary to establish special conditions and additional special requirements, JCAB will negotiate with the FAA and the applicant.

"Special Conditions" means the airworthiness requirements added to the importing country's requirements or change to them for novel or unusual features of the aircraft design to ensure safe condition.

"Additional Special Requirements" means the airworthiness and environmental requirements added to the exporting country's requirements or specification or change to them to comply with the importing country's requirements when there are differences in requirements between the importing and exporting countries.

(b) Compliance with the applicable airworthiness requirements will be basically evaluated by documents check on the basis of the original Type Certification.

(c) For JCAB to understand that quality assurance system works adequately, the manufacturing process and the quality assurance system of the applicant will be explained by the applicant. In addition, observation of manufacturing site (final assembling line) by JCAB will be conducted, as necessary.

(d) Ground and flight tests for Type Certification will be conducted on one of the subject type of aircraft based on Production Flight Test Procedures, as necessary.

(3) Changes to Type Certification

(a) With respect to type design change, JCAB will define the classification of "major change" and "minor change" as follows:

"Major change" is one that has appreciable effect on the weight, balance, structural strength, reliability, operational characteristics, or other characteristics affecting the airworthiness of the aircraft.

All other changes are "minor change".

(b) Major change in the typed design after Type Certification is subject to approval by JCAB. Application with substantiating data is required for each type design change. Procedures of type design change is similar to that of Type Certification.

(c) Minor change approved by FAA should be notified to JCAB by aircraft manufacturer. JCAB will accept minor change approved by FAA, in principle.

(d) Certification basis applicable to the design change is that of JCAB's type certification for the subject type of aircraft, in principle. In case of significant design change such as derivative aircraft, certification basis is determined taking into account of practicable application of the latest airworthiness requirements that are directly related to the components or areas affected by the change.

c. The requirements for obtaining Japanese Airworthiness Certificate for individual imported aircraft is specified in Section 3. An Export Certificate of Airworthiness and other related documents specified in Section 3 should be forwarded by the exporter to the Airworthiness Division, Engineering Department, Civil Aviation Bureau, Ministry of Transport, No. 3 Godo-Chosha, 2-1-3, Kasumigaseki, Chiyoda-ku, Tokyo, 100, Japan. The procedures for Airworthiness Certification of individual imported aircraft are as follows:

(1) For an aircraft type certificated by Japan

Japanese Airworthiness Certificate is basically issued on the basis of an Export Certificate of Airworthiness and relevant materials specified in Section 3 without further inspections and evaluations.

However, in case that the aircraft is incorporated modification other than JCAB approved type design change or Supplemental Type Certificate (STC), JCAB will request to examine

the subject modification and to verify that the aircraft is in safe condition by ground and flight tests. Major change in the type design by the holder of Japanese Type Certificate are subject to approval by JCAB prior to Airworthiness Certification.

(2) For an aircraft not type certificated by Japan

Japanese Airworthiness Certificate for individual imported aircraft without Japanese Type Certificate is issued on the basis of an Export Certificate of Airworthiness and relevant documents with additional inspections and evaluations by ground and flight tests of JCAB to verify that the aircraft is in safe condition. A part of the document check can be omitted for the type of aircraft, one of which has been imported to Japan.

1.2 Procedures for products other than aircraft

Class I products other than aircraft to be eligible for certification by Japan should be covered by an Export Certificates of Airworthiness, FAA Form 8130-4, as provided for in [[14 CFR part 21, (Subpart L)]]. Class II and III products will be exported in accordance with procedures prescribed in the applicable provisions of [[14 CFR part 21, (Subpart L)]], with the form of Airworthiness Approval Tags, FAA Form 8130-3. These products certified by the FAA or its designee for airworthiness are automatically recognized as certified in Japan.

SECTION 2. REQUIREMENTS FOR JAPANESE TYPE CERTIFICATION OF AIRCRAFT

The following materials should be furnished with application for Japanese Type Certification of imported aircraft. (This should include for approval of Japanese Supplemental Type Certificate (STC).)

(1) One copy of the Original Type Certificate of aircraft, engine and propeller.

(2) List of Drawings (Master Drawing List).

(3) List of parts (Major parts and equipment list).

(4) One copy of the current official aircraft, engine, and propeller specifications and special conditions and/or exemptions included in the certification basis.

(5) Engineering description of the aircraft including general design philosophy and required illustrations.

(6) Aircraft, engines, and propellers certification compliance table (checklist) based on the selected applicable requirements, and indicating that these requirements are complied with.

(7) Evidence of strength of primary structure as ascertained by physical tests and/or calculation including load analysis report on airframe, and electrical load analysis report.

(8) Evidence of substantiation regarding stress level, low cycle fatigue, endurance, icing, ingestion and blade containment of engine. (For turbine engine only.)

(9) Schematic drawing, descriptions, and failure analysis reports on aircraft systems.

(10) One copy of the type flight test report and one copy of production ground and flight test report including procedures and tolerances.

NOTE: The required materials (7) through (10) will be identified and notified to the applicant by JCAB after reviewing of certification compliance table. If a summary of evidence or the report is available, it will be acceptable.

(11) One copy of minutes of the Type Certification Board Meetings and the Issue Papers.

(12) One copy of the Maintenance Review Board Report and Minimum Equipment List for aircraft type certificated in transport category.

(13) One copy of parts catalog, operating manual, instructions for continued airworthiness, and service bulletins applying to the aircraft, engines, propellers, and major equipment installed on aircraft.

NOTE: Instruction for continued Airworthiness should include an annual inspection method specified in [[14 CFR part 43]], appendix D or equivalent.

(14) One copy of FAA approved aircraft flight manual and draft of aircraft flight manual for JCAB approval.

NOTE (1): Aircraft flight manual for JCAB approval shall be in Japanese except in case of aircraft expected to be operated by air carriers carrying JCAB approved airplane operation manual, which is prepared by air carries on board instead of aircraft flight manual. JCAB will approve aircraft flight manual during the process of type Certification.

NOTE (2): Aircraft flight manual for JCAB approval should include statement of compliance with noise, fuel venting and exhaust emission requirements of ICAO Annex 16 as well as description of noise level.

(15) One copy of the drawing or design document which requires placards in Japanese.

NOTE: A sign on a placard must be written in Japanese. However, in case of an aircraft operated by air carrier, English is acceptable except in emergency evacuation and safety equipment and their equivalents. JCAB will examine the placards in Japanese in the process of Type Certification.

(16) One copy of the report for compliance with noise standard, which should contain the following items:

(a) Certified maximum noise levels in accordance with the applicable chapters and appendices of ICAO Annex 16, volume I, third Edition (1993), or in accordance with applicable aircraft noise requirements of [[14 CFR]] the U.S. Federal Aviation Regulations.

NOTE: In the latter case, maximum noise levels measured and/or calculated in accordance with the applicable chapters and appendices of ICAO Annex 16, volume I, Third Edition (1993), should be attached.

(b) Description of noise measuring and analyzing procedures including correction methods.

(c) Statement of any additional modification incorporated for the purpose of compliance with the applicable noise certification standards.

(17) In case of turbine engine powered aircraft, one copy of the report for compliance with fuel venting requirements of ICAO Annex 16, volume II, Second Edition (1993), or in accordance with applicable aircraft emission requirements of [[14 CFR]] the U.S. Federal Aviation Regulations.

(18) In case of turbine engine powered aircraft, one copy of the report for compliance with exhaust emission requirements, which should contain the following items:

(a) Statement indicating compliance with Smoke Number and gaseous pollutant requirements in accordance with the applicable chapters and appendices of ICAO Annex 16, volume II, Second Edition (1993), or in accordance with applicable aircraft emission requirements of [[14 CFR]]the U.S. Federal Aviation Regulations.

NOTE: In the latter case, emissions indices for nitrogen oxides (No_x) and carbon monoxide (CO) measured and/or calculated in accordance with the applicable chapters and appendices of ICAO Annex 16, volume II, Second Edition (1993), should be attached.

(b) Statement of any additional modifications incorporated for the purpose of compliance with the applicable emissions certification requirements.

NOTE (1): All the applicable changes and future issues of the above material should be automatically forwarded to the Airworthiness Division, Engineering Department, Civil Aviation Bureau, Ministry of Transport.

NOTE (2): JCAB may request additional type design data other than the foregoing materials for the issuance of Japanese Type Certificate.

SECTION 3. REQUIREMENTS FOR AIRWORTHINESS CERTIFICATION OF INDIVIDUAL IMPORTED AIRCRAFT

The following materials should be furnished with aircraft to be exported to Japan.

3.1 For an aircraft of which the model has been type certificated by Japan

(1) An Export Certificate of Airworthiness which certifies the aircraft conforms to type design approved by JCAB and is in a condition of safe operation.

NOTE: An Export Certificate of Airworthiness requires listing of exceptions if the aircraft does not conform to the JCAB approved type design (such as modification according to FAA STC).

(2) One copy of JCAB approved aircraft flight manual and weight and balance report applicable to the particular aircraft.

(3) Certified aircraft, engines, and propellers logbooks, or other equivalent historical records showing total operation time and time since last overhaul.

(4) Record of all modifications accomplished prior to exporting, mandatory as well as non-mandatory.

NOTE (1): Manufacture’s modifications for major type design change are subject to approval by JCAB prior to Airworthiness Certification.

NOTE (2): After the issuance of U.S. Export Certificate of Airworthiness, only the modification for ferry flights covered by FAA Form 337 is acceptable.

(5) For used aircraft, record of annual inspection or equivalent and record of ground and flight test report in addition to above (1) through (4).

NOTE (1): JCAB may request additional type design data other than the foregoing material for the issuance of Japanese Airworthiness Certificate.

NOTE (2): Placards must be provided in Japanese as specified in Type Certification (Section 2. (15)).

3.2 For an aircraft of which the model has not type certificated by Japan

a. If the aircraft is the first (see #) of a model to be exported to Japan, the following materials should be furnished with aircraft (this should include aircraft, with U.S. Supplemental Type Certificate and being the first of a model exported to Japan):

When in doubt as to whether an aircraft is the first of a model, contact JCAB.

(1) An Export Certificate of Airworthiness certifies that the aircraft complies with the applicable requirements of the U.S. TC plus special conditions and additional special requirements of Japan, provide JCAB notifies FAA, and is in a condition of safe operation.

NOTE: An Export Certificate of Airworthiness requires listing of exceptions if the aircraft does not comply with the applicable requirements of the U.S. TC plus special conditions and additional special requirements of Japan (such as modification according to FAA STC).

(2) One copy of the Original Type Certificate of aircraft, engine and propeller.

(3) One copy of the current official aircraft, engine, and propeller specifications and special conditions and/or exemptions included in the certification basis.

(4) Engineering description of the aircraft including general design philosophy and required illustrations.

(5) Aircraft, engines, and propellers certification compliance table (checklist) based on the selected applicable requirements, and indicating that these requirements are complied with.

(6) Master equipment list.

(7) Evidence of strength of primary structure as ascertained by physical tests and/or calculation including load analysis report on airframe, and electrical load analysis report.

(8) Evidence of substantiation regarding stress level, low cycle fatigue, endurance, icing, ingestion and blade containment of engine. (For turbine engine only.)

(9) Schematic drawings, descriptions, and failure analysis reports on aircraft systems.

(10) One copy of the type flight test report and one copy of production ground and flight test report including procedures and tolerances.

NOTE: The required materials (7) through (10) will be identified and notified by JCAB after reviewing of certification compliance table. If a summary of evidence or the report is available, it will be acceptable.

(11) One copy of minutes of the Type Certification Board Meetings and the Issue Papers.

(12) One copy of parts catalog, operating manual, instructions for continued airworthiness, and service bulletins applying to the aircraft, engines, propellers, and major equipment installed on aircraft.

NOTE: Instructions for continued airworthiness should include an annual inspection method specified in [[14 CFR part 43]], appendix D or equivalent.

(13) One copy of FAA approved aircraft flight manual and weight and balance report applicable to the particular aircraft.

(14) Certified aircraft, engines, and propellers, logbooks, or other equivalent historical records showing total time and time since last overhaul.

(15) Record of all modifications accomplished prior to exporting, mandatory as well as non-mandatory.

NOTE: After the issuance of U.S. Export Certificate of Airworthiness, only the modification for ferry flights covered by FAA Form 337 is acceptable.

(16) One copy of the report for compliance with noise standard, which should contain the following items:

(a) Certified maximum noise levels in accordance with the applicable chapters and appendices of ICAO Annex 16, volume I, Third Edition (1993), or in accordance with applicable aircraft noise requirements of [[14 CFR]].

NOTE: In the latter case, maximum noise levels measured and/or calculated in accordance with the applicable chapters and appendices of ICAO Annex 16, volume I, Third Edition (1993), should be attached.

(b) Description of noise measuring and analyzing procedures including correction methods.

(c) Statement of any additional modification incorporated for the purpose of compliance with the applicable noise certification standards.

(17) In case of turbine engine powered aircraft, one copy of the report for compliance with fuel venting requirements of ICAO Annex 16, volume II, Second Edition (1993), or in accordance with applicable aircraft emission requirements of [[14 CFR]] U.S. Federal Aviation Regulations.

(18) In case of turbine engine powered aircraft, one copy of the report for compliance with exhaust emissions requirements, which should contain the following items:

(a) Statement indicating compliance with Smoke Number and gaseous pollutant requirements in accordance with the applicable chapters and appendices of ICAO Annex 16, volume II, Second Edition (1993), or in accordance with applicable aircraft emission requirements of [[14 CFR]] U.S. Federal Aviation Regulations.

NOTE: In the latter case, emissions indices for nitrogen oxides (No_x) and carbon monoxide (CO) measured and/or calculated in accordance with the applicable chapters and appendices of ICAO Annex 16, volume II, Second Edition (1993), should be attached.

(b) Statement of any additional modifications incorporated for the purpose of compliance with the applicable emissions certification requirements.

(19) If the aircraft is certificated in the restricted category, the following materials shall be furnished with the aircraft in addition to above (1) through (18).

(a) A statement by the FAA, describing the manner in which the aircraft has been modified from the "standard category" configuration to make it suitable for "special purpose" operation.

(b) A statement indicating [[which]] part of [[Title 14 of the Code of Federal Regulations]], the FAA Aircraft Specifications or Type Certificate Data Sheet under which the aircraft would have been eligible for Type Certification in the "standard category" except for those "special purpose" modifications accomplished by the manufacturer and which are approved by the FAA.

NOTE (1): The manufacturer or exporter will be advised by the purchaser on the basis of information furnished to the purchaser by JCAB when the aircraft is the first of a type or model to be imported into Japan.

NOTE (2): All the applicable changes and future issues of the above material should be automatically forwarded to the Airworthiness Division, Engineering Department, Civil Aviation Bureau, Ministry of Transport.

NOTE (3): JCAB may request additional type design data other than the foregoing materials for the issuance of Japanese Airworthiness Certificate.

b. In case aircraft of the same model has been exported to, and certificated in Japan, the following materials should be furnished with aircraft:

(1) An Export Certificate of Airworthiness certifies that the aircraft is complied with the applicable requirements of the U.S. TC plus special conditions and additional special requirements of Japan, provided JCAB notifies the FAA, and is in a condition of safe operation.

NOTE: An Export Certificate of Airworthiness requires listing of exceptions if the aircraft does not comply with the applicable requirements of the U.S. TC plus special conditions and additional special requirements of Japan (such as modification according to FAA STC).

(2) One copy of parts catalog and operating, maintenance, overhaul, and repair manuals applying to the aircraft, engines, propellers, and major equipment installed on aircraft.

(3) One copy of FAA approved aircraft flight manual and weight and balance report applicable to the particular aircraft.

(4) Certified aircraft, engines, and propellers logbooks, or other equivalent historical records showing total operating time and time since last overhaul.

(5) Record of all modifications accomplished prior to exporting, mandatory as well as non-mandatory.

NOTE: After the issuance of U.S. Export Certificate of Airworthiness, only the modification for ferry flights covered by FAA Form 337 is acceptable.

NOTE: JCAB may request additional type design data other than the foregoing materials for the issuance of Japanese Airworthiness Certificate.

SECTION 4. PROCEDURES FOR AIRCRAFT EXPORTED VIA FLYAWAY WITHOUT U.S. REGISTRATION

If the aircraft is to be exported via flyaway to Japan without U.S. registration, the manufacturer or exporter should display on the aircraft Japanese nationality and registration marks and carry Japanese Certificate of Registration and ferry permit in the aircraft.

a. Upon application of the purchaser, JCAB will issue Certificate of Registration and ferry permit when the Japanese importer or the U.S. exporter furnishes JCAB the following information:

(1) Make and model of the aircraft.

(2) Serial number of the aircraft.

(3) Purchaser's name and address.

(4) U.S. exporter's name and address.

(5) Document which certifies transfer of ownership of the aircraft together with data of transfer.

(6) Document which certifies airworthiness of the aircraft (Export Certificate of Airworthiness, FAA Form 8130-4).

b. After JCAB receives the foregoing application and information, Japanese Certificate of Registration and ferry permit will be delivered to the applicant. The applicant will then forward these certificates to the U.S. exporter for installation in the aircraft. After this, the aircraft may be flown from the U.S. to Japan.

c. After the issuance of U.S. Export Certificate of Airworthiness, only the modification for ferry flights covered by FAA Form 337 is acceptable.

SECTION 5. PROCEDURES FOR PRODUCTS WHICH DOES NOT MEET SPECIAL REQUIREMENTS OF JAPAN

If a product which does not meet special requirements for Airworthiness Certification of Japan specified in Section 3 is intended to be exported, a JCAB statement of waiving a certain requirement applied and validating the Export Certificate of Airworthiness is required. All exceptions covered by the statement will be listed in the Export Certificate of Airworthiness.

STATE OF ISRAEL - SPECIAL REQUIREMENTS

(Revised - September 16, 1996)

The special requirements described below apply to the export to Israel of Aeronautical Products manufactured in the United States and certified as airworthy under a Bilateral Agreement between the United States of America and Israel, dated July 23, 1968 (amended on September 4, 1974).

1. Aircraft, Aircraft Engine or Propeller.

Compliance with 14 CFR part 21, (Subpart L).

2. Aircraft Parts, Aircraft Engine Parts, Propeller Parts, Components, or Appliances.

Airworthiness Approval Tag (FAA Form 8130-3).

3. The following procedures are to be followed in order to obtain an Israeli Type Certificate for a USA manufactured aircraft:

(a) The holder of the FAA Type Certificate applies by letter for the issuance of an Israeli Type Certificate based on the FAA Type Certificate which he holds for the aircraft. The request is to be transmitted through the FAA to the Civil Aviation Administration of Israel (CAAI), Manager, Engineering and Manufacturing Branch,
P.O. Box 8, Ben Gurion Airport 70150, Israel.

(b) The request should be accompanied, as applicable, by the following:

(i) A photocopy of the FAA Type Certificate and the Type Certificate Data Sheet (TCDS), and photocopies of the FAA TCDS of the engines and propellers.

(ii) One copy of the Flight Manual and Maintenance Manual or Instructions for Continued Airworthiness manual(s) of the aircraft.

(iii) One copy of Illustrated Parts Catalog.

(iv) A technical description of the aircraft including systems schematics, if not included in the Manuals.

(v) A compliance check list and, if applicable, the Type Certificate Decision Document.

(vi) A statement by the applicant that all revisions to pertinent operational and maintenance publications, including service bulletins, will be automatically sent to the Israel CAA, Manager, Airworthiness Department, P.O. Box 8, Ben Gurion Airport 70150, Israel.

(vii) For the engines and propellers, maintenance and installation documents, if specifically requested.

(c) Required Hebrew markings will be notified to the exporter, or alternatively may be completed in Israel prior to airworthiness certification.

(d) Operational regulations in Israel may require navigation equipment above that required for basic type certification, such as two-way R/T communication, VOR, transponder, etc. Any such requirement will be notified to the applicant.

(e) The applicant may be requested to present photocopies of various substantiation documents or drawings or to acquaint the CAAI personnel with the systems and structural design of the aircraft and allow CAAI pilots to perform flight tests. A copy of any such request will be sent to the FAA office that transmitted the application for the applicant.

4. Each aircraft exported to Israel must be accompanied by:

(a) An Export Certificate of Airworthiness which should refer to the FAA Type Certificate numbers of the aircraft, of the engine and propeller. The Export Certificate of Airworthiness should also list make, model and serial numbers of engines and propellers, and all STC's installed on the particular aircraft.

(b) Photocopies of all STC's installed in the particular aircraft. (Note: STC's might be accepted by reference or further information might be requested.)

(c) FAA approved airplane flight manual or equivalent.

(d) Weight and balance report with equipment list.

(e) Aircraft, engine, and propeller logbooks as applicable or other equivalent historical records.

(f) List of any special installations and modifications.

(g) A statement regarding the aircraft with respect to implementation of Airworthiness Directives and Service Bulletins if not included in (d) above.

(h) Major Repair and Alteration, FAA Form 337, or equivalent, if major repairs or alterations have been accomplished on the exported aircraft.

5. Engines, propellers, and Class II and Class III products shipped as spare parts shall be accompanied by an FAA Export Certificate of Airworthiness or Airworthiness Approval Tag, as applicable.

6. Either [[14 CFR part 36]] or ICAO Annex 16 are acceptable noise standards in Israel.

HONG KONG, CHINA - SPECIAL REQUIREMENTS

(Revised - November 16, 1998)

SECTION 1 - INTRODUCTION

Hong Kong Special Administrative Region (HKSAR) airworthiness certification is administered by the Hong Kong Civil Aviation Department (HKCAD). Certification requirements are specified in the Hong Kong Aviation Requirements, which satisfies the Air Navigation (Hong Kong) Order 1995. Copies of Hong Kong Aviation Requirements may be obtained from the address indicated below.

Civil Aviation Department
Flight Standards and Airworthiness Division
Room 261, Apron Services Complex
52 Concorde Road
Kowloon
Hong Kong

Tel : +852 2769 7641-4
FAX : +852 2362 4250
Telex: 39524 CFSHK HX

When exporting aeronautical products to Hong Kong, the Special Requirements should be observed.

A. Administration and Procedures

(1) The procedures which must be followed to obtain [[Hong Kong (HK)]] certification are dealt with in the current issue of Section 1.2 and 1.4 of Hong Kong Aviation Requirements (HKAR-1) which also prescribes the documents which must be supplied for prototype and series aircraft.

(2) An Export Certificate of Airworthiness (or agreed alternative) with pertinent data attached will be required in connection with any Class I product and engine modules exported from the United States of America (U.S.) to HKSAR. Class II and Class III products to be eligible for installation on certificated civil aircraft registered in HKSAR must be processed in accordance with the applicable provisions of [[Title 14 of the Code of Federal Regulations (14 CFR) part 21]] of the United States Federal Aviation Regulations.

(3) Where the issue of an Export Certificate of Airworthiness is relevant, it shall be accompanied by a document (e.g. aircraft logbook), furnished by the applicant, which contains entries identifying those applicable FAA Airworthiness Directives (AD) and [[United Kingdom Civil Aviation Authority (UK-CAA)]] Additional Directives (CAA-AD) with which compliance has been achieved. This document shall also identify those AD's and CAA-AD's containing repetitive compliance requirements (e.g. inspection requirements for a particular component at 50-hour intervals) and when

next compliance is due to be satisfied. All AD's and CAA-AD's must have been complied with prior to the issuance of the U.S. Export Certificate of Airworthiness unless otherwise waived by the HKCAD.

(4) The applicant for a U.S. Export Certificate of Airworthiness is also responsible for satisfying all other HK Special Requirements (identified in Section 2 of this appendix), as appropriate, for the particular product being exported to HKSAR and all applicable requirements of [[14 CFR part 21, Subpart L]], before the U.S. Export Certificate of Airworthiness can be issued.

B. Acceptance of Aircraft

(1) HKCAD will require to become conversant with the design of all fixed-wing aircraft in excess of 2,730 kg (6,000 lbs.) weight intended for use in the HK Transport Category, the design of all aircraft exceeding 5,700 kg (12,500 lbs.) regardless of the intended certification category, and all rotorcraft offered for HK certification. Additionally, in accordance with the policy declared in HKCAD Airworthiness Notice No. 18 the HKCAD may then issue Special Conditions to cover certain features which would otherwise not meet the standards which are implicit to HKAR-1 and the Air Navigations (Hong Kong) Order 1995.

(2) Once the HK Standard for certification has been determined and, where necessary, HK Special Conditions have been published, HKCAD will accept aircraft and rotorcraft to this standard and HK Special Conditions, as applicable, together with the applicable AD's and HK equivalent retrospective requirements, while they continue in production. Modifications to the aircraft may also be made, provided the requirements used as the basis of HK certification are complied with, or alternatively, that HKCAD agrees that the modifications are acceptable.

(3) For aircraft which are no longer in production, HKCAD reserves the right to modify the basis of HK certification, or to refuse certification. Where HK certification of such aircraft is sought, reference should be made to HKCAD who will advise the position pertaining at that time.

C. Acceptance of Engine, Auxiliary Power Units and Propellers.

(1) A preliminary investigation may be required to establish the standards offered for HK certification and, where necessary, any Special Conditions HKCAD may wish to apply.

(2) When compliance with the HK standard for certification has been established, HKCAD will accept engines (including engines modules), auxiliary power units, and propellers and parts therefore to the defined standard while they continue to be in production subject only to compliance with subsequent applicable AD's and HK equivalent retrospective requirements. Modifications will also be accepted subject to compliance with the HK certification basis.

(3) For engines, auxiliary power units, propellers which are no longer in productions, HKCAD reserves the right to modify the basis of acceptance or to refuse certification.

D. Acceptance of Appliances and Components.

(1) Appliances and Components. Appliances and components which are produced in the U.S. for export and used on products which are or may be certificated or approved in HK will be accepted by HKCAD provided:

(i) They are properly designated, and

(ii) The FAA or its designee certifies that the components conform to the applicable design data and meet the applicable test and quality control requirements.

SECTION 2 - SPECIAL REQUIREMENTS.

The following identifies those special administrative requirements which must be satisfied at the time of export (in addition to any HK Special Conditions) for a particular product to be eligible for HK registration, certification and/or airworthiness validation.

A. All Aircraft.

(1) Statement of Build Standard. This statement to include the aircraft specification, changes in design (as required by HK Special Conditions) and a list of Service Bulletins incorporated in production. The list of Service Bulletin incorporation is to identify:

(i) Production versions of the Service Bulletins.

(ii) Service Bulletin compliance.

(iii) Alert Service Bulletin Compliance.

(2) Modification Standard. This must include:

(i) Customers' options incorporated.

(ii) Equipment incorporated, including items of equipment not necessarily installed by the manufacturer.

(iii) Service Bulletin compliance.

(3) Export Certificate of Airworthiness. The U.S. Export Certificate of Airworthiness must list the status of compliance with HK Special Conditions including, by issue and date, those which have been complied with and those which have not. Accordingly, the following information should be noted on the U.S. Export Certificate of Airworthiness when issued for any aircraft to which the HK Special Conditions are Applicable:

(i) The date and issue number of the HK Special Conditions which has been complied with.

(ii) The list of Special Condition numbers which have been complied with.

(iii) The list of Special Conditions which have not been complied with.

(iv) List the operating hours accumulated on the aircraft engine(s) and propeller(s).

NOTE: Non-compliance with any HK Special Conditions would not require a waiver from the HKCAD nor preclude the issue of a U.S. Export Certificate of Airworthiness since HKCAD is primarily concerned with the status of compliance.

(4) Airworthiness Directives. A declaration of compliance with all AD's issued by the FAA must be provided. Where optional means of compliance are offered, the means chosen shall be stated. There shall also be a declaration of compliance with UK CAA Additional Directives (available FAA Aircraft Certification Offices).

(5) A copy of the aircraft Type Certificate plus any applicable Supplemental Type Certificates (STC). The STC's will be subject to HKCAD evaluation if not previously investigated.

(6) A list of defects to be rectified by the HK operator at the time of issue of the Export Certificate of Airworthiness, if any.

(7) Engine/Airframe/Auxiliary Power Unit logbooks.

(8) ** Seating configuration approval document, where appropriate.

(9) *** Maintenance Review Board program, where applicable.

(10) Time/Life limitations.

(11) * Electrical load analyses.

(12) * Minimum Equipment List.

(13) * Wiring Diagram.

(14) Weight schedule and weighing report.

(15) Manuals:

		Number Required
(i)	* Flight Manual or Pilot Operating Handbook	1
(ii)	* Maintenance	1
(iii)	* Operations	1
(iv)	* Weight and Balance Loading Procedures	1
(v)	* Overhaul	1
(vi)	* Structural repair	1
(vii)	** Component overhaul	1
(viii)	* Engine maintenance and overhaul	1
(ix)	* Standard practices	1
(x)	* Non-destructive testing	1
(xi)	* Structurally significant items	1
(xii)	* Maintenance planning guide	1
(xiii)	* Parts Catalog	1

(16) Record of Compass System and Magnetic Compass Swings.

(17) Record of rigging checks.

(18) Detailed list of radio equipment constituting the radio station.

(19) Antenna performance patterns, when available.

(20) List of Serial Numbers of significant component parts, including serial numbers, which are not listed in (15)(xiii).

B. Used Aircraft. In addition to the information referred to in Section 2, paragraph A., the following is also required for used aircraft:

(1) ** The maintenance program to which these aircraft have previously been maintained including :

(i) Previous check cycle.

(ii) Future check cycle.

(2) ** Component overhaul life summary, including details of service life remaining and modification standards.

(3) ** Compliance with structural inspection program. This to include details of any structural sampling program in which these aircraft have been included, together with details of their position in this program.

NOTES:

* Required only with first aircraft of a particular type and model exported to HKSAR.

** Normally only required for aircraft over 2,730 kg (6,000 lbs.) in Transport Category.

*** Both of foregoing apply.

C. Aircraft Parts.

(1) Airworthiness Approval Tag (FAA Form 8130-3).

(2) Compliance with [[14 CFR part 21]] (Subpart L).

D. Engines/Propellers.

(1) Export Certificate of Airworthiness (FAA Form 8130-4).

(2) Compliance with [[14 CFR part 21]] (Subpart L).

(3) A statement of Airworthiness Directives and Service Bulletins complied with.

E. Engine/Propeller Parts.

(1) Airworthiness Approval Tag (FAA Form 8130-3).

(2) Compliance with [[14 CFR part 21]] (Subpart L).

F. Appliances.

(1) Airworthiness Approval Tag (FAA Form 8130-3).

(2) Compliance with [[14 CFR part 21]] (Subpart L).

(3) A statement of Airworthiness Directives and Service Bulletins complied with.

G. Components.

(1) Conformity Certification Tag (FAA Form 8130-3).

(2) Compliance with [[14 CFR part 21]] (Subpart L).

(3) A statement of Airworthiness Directives and Service Bulletins complied with.

H. Radios.

(1) Airworthiness Approval Tag (FAA Form 8130-3.

(2) Compliance with [[14 CFR part 21 (Subpart L).

CZECH REPUBLIC - SPECIAL REQUIREMENTS

(New - September 8, 1996)

I. INTRODUCTION

Civil Aviation Inspectorate (CAI) of the Czech Republic issues these special requirements for the imported aircraft products to the Czech Republic for the purpose of the improvement and the better understanding CAI Acceptance Procedures. These requirements should be used as the supplemental instructions for responsible inspectors or other designated persons issuing Export Airworthiness Document. CAI requires the issue of Export Airworthiness Document for imported Aircraft Products of Class I, II and III by exporting state. A Class I product is defined as a complete aircraft, aircraft engine, or propeller. A Class II product is a major component of an aircraft, aircraft engine, or propeller, the failure of which would jeopardize the safety of the aircraft, engine, or propeller or any part, material or appliance approved and manufactured under the Technical Standard Order (TSO) system or under Joint Technical Standard Order (JTSO) system. A Class III product is any part or component that is not a Class I or Class II product and includes standard parts [i.e., those designated as AN, NAS, SAE etc.]. Issued Export Airworthiness Document is the base for CAI to perform the Aircraft product Acceptance. The Acceptance of imported Aircraft must be performed in the facilities of the aircraft manufacturer or the national CAA approved service station, where aircraft type maintenance can be performed. CAI aircraft acceptance is made at the [[applicant's]] own charge.

II SPECIAL REQUIREMENTS FOR THE IMPORTED AIRCRAFT TO THE CZECH REPUBLIC

1. GENERAL

An aircraft type (model) version must be type accepted by CAI before Czech Certificate of Airworthiness in standard category and aircraft permanent registration are issued in the Czech Republic.

2. DOCUMENTS AND DATA REQUIRED

(a) for each individual new aircraft.

1. The Export Certificate of Airworthiness issued no longer than 60 days before the date the aircraft is entered on the Aircraft Register of the Czech Republic and the aircraft must not be flown more than 50 flight hours from the date of the issue of the Export Certificate of Airworthiness.

2. The weight and balance report containing a complete inventory of all equipment and instruments (equipment list).

3. A list of radio communication and navigation equipment installed, including make and model, and Part Number, radiated power, range of frequencies, type of modulation and operating instructions.

4. The aircraft producer state CAA approved flight manual including the last revision. A pilot's operating handbook or similar manual will be provided when no approved flight manual is required by the aircraft producer state CAA. This document must be in English or Czech language and the placards in the cockpit must be in the same language as this document.

5. The list of all AD's and modifications that have been incorporated during production for the airframe, the engine(s), the propeller(s), and the major equipment and components (such as APU).

6. The status of Life Limited Parts.

(b) for each individual used aircraft.

In addition to the documents listed in paragraph 2-a/, the following technical data and documents are required:

1. The certified logbooks or equivalent historical records, for the aircraft, the engine(s), the propeller(s), the major equipment and components (such as APU), containing information on operational times and cycles (since new and since last overhaul), maintenance, overhauls, repairs and modifications.

2. A detailed listing of all incorporated modifications including exporting state CAA approvals (Supplemental Type Certificates, operator's modifications, Service Bulletins or equivalent documents).

3. A listing of AD's (the compliance status of all one time AD's including date or time of compliance, the compliance status of all recurrent AD's stating time or date of compliance and next due time or date when compliance with AD is required, list of all not applicable AD's with brief reason for non-applicability.

4. The past maintenance schedule if it is different from recommended schedule of the aircraft producer, the approval of exporting state CAA is required.

5. The compliance status of all mandatory additional service instructions of the producer (service bulletins, service letters, services changes etc.) if they were applied during performing maintenance.

Note: This information is important for aircraft which should be certified for carrying passengers or cargo for compensation or hire.

3. ENTRY ON THE AIRCRAFT REGISTER OF THE CZECH REPUBLIC

An aircraft may not be entered on the Aircraft Register of Czech Republic unless among other:

(a) compliance with ICAO Annex 16, Volume I, Aircraft Noise, when applicable, is shown;

(b) its engines, when applicable, comply with ICAO Annex 16, Volume II, Aircraft Engine Emissions, and;

(c) de - registration statement or statement that the aircraft has never been entered on the aircraft register of the exporting state is submitted.

III. SPECIAL REQUIREMENTS FOR THE IMPORTED ENGINES AND PROPELLERS WHICH ARE NOT BEING IMPORTED AS A PART OF A CERTIFICATED AIRCRAFT ACCORDING TO PART II.

The Export Certificate of Airworthiness must be issued for each aircraft engine and propeller for the import into the Czech Republic. Aircraft engines and propellers must have been newly made or overhauled. Each aircraft engine or propeller must be accompanied with logbook or similar document containing listings of incorporated modifications and Airworthiness Directives, Life Limited Parts and components records.

IV. SPECIAL REQUIREMENTS FOR CLASS II PRODUCTS

The export airworthiness approval tag must be issued for each Class II product. The Class II product must:

(a) be newly made or overhauled and conform to the approved design date;

(b) be in a condition for safe operation [[, and;]]

(c) be identified with at least the manufacturer's name, part number, model designation (when applicable), and serial number or equivalent.

V. SPECIAL REQUIREMENTS FOR CLASS III PRODUCTS

The export airworthiness approval tag or the Conformity certificate stating that the products have been manufactured in accordance with a specified standard must be issued for each Class III product. the Class III product must:

(a) conform to the approved design data applicable to the Class I or Class II product of which it is a part [[, and;]]

(b) be in a condition for safe operation.

VI. SPECIAL REQUIREMENTS FOR AIRCRAFT PRODUCTS IMPORTED FOR THE PURPOSE OF TYPE CERTIFICATION

These requirements described above can not be used for imported aircraft products that should be demonstrated during type certification tests. The conformity statement procedure is described in CAI order CAA - TI - 001 - 0/95 for this special purpose.

VII. WAIVERS

If the aircraft product does not meet these special requirements described above and acceptable safety level is provided, the applicant may apply CAI for a waiver from these special requirements on this address:

CIVIL AVIATION INSPECTORATE
AIRWORTHINESS DIVISION
LETISTE RUZYNE

160 08 PRAHA 6
CZECH REPUBLIC

Phone No: 0042 2 32 40 86
0042 2 36 09 06
0042 2 2011 2372

Fax No: 0042 2 36 41 12
0042 2 31 62 778

PEOPLE'S REPUBLIC OF CHINA - SPECIAL REQUIREMENTS

(Revised March 17, 1997)

1. INTRODUCTION. This document prescribes special requirements and procedures for exportation of aeronautical products to China, these special requirements which must be satisfied at the time of export for a particular product.

2. CHINESE AIRWORTHINESS AUTHORITY. The responsibility for controlling flight safety of civil aviation in China is a task of the General Administration of Civil Aviation of China. (Hereinafter referred to as CAAC.) The Aircraft Airworthiness Department (AAD) of CAAC is responsible for certification of civil aviation products.

CAAC-AAD address:

ATTN: Director, Airworthiness Liaison Division
Aircraft Airworthiness Department
General Administration of Civil Aviation of China
#155 Dong Si Street West
Beijing 100710 P.R. China
Fax: (8610) 64033087
Phone: (8610) 64048820

CAAC-AAD, Regional Airworthiness Offices:

ATTN: Director, Aircraft Airworthiness Division
North China Administration of CAAC
Beijing Capital Airport
100621 Beijing P.R. China
Fax: (8610) 64592342
Phone: (8610) 64592258

ATTN: Director, Aircraft Airworthiness Division
East China Administration of CAAC
Shanghai Hongqiao Airport
200335 Shanghai P.R. China
Fax: (8621) 62688950
Phone: (8621) 62688899-26124

ATTN: Director, Aircraft Airworthiness Division
Southwest China Administration of CAAC
Chengdu Shuangliu Airport
601202 Chengdu P.R. China
Fax: (8628) 5581340
Phone: (8628) 5581340

ATTN: Director, Aircraft Airworthiness Division
Northeast China Administration of CAAC
Shenyang Dongta Airport
110043 Shenyang P.R. China
Fax: (8624) 82957794
Phone: (8624) 8294338

ATTN: Director, Aircraft Airworthiness Division
Northwest China Administration of CAAC
Xi'an Xiguan Airport
723000 Xi'an P.R. China
Fax: (8629) 4261526
Phone: (8629) 4261526

ATTN: Director, Aircraft Airworthiness Division
South and Center Administration of CAAC
Guangzhou Bai Yun Airport
6510406 Guangzhou P.R. China
Fax: (8620) 86686946
Phone: (8620) 86122307

ATTN: Director, Shanghai Aircraft Certification Center
East China Administration of CAAC
Shaghai Hongqiao Airport
200335, Shanghai, P.R. China
Fax: (021) 6268-8434
Phone: (021) 62687788-26217

ATTN: Director, Xian Aircraft Certification Center
Northwest China Administration of CAAC
Laodong Nan Lu Zhong Duan
710082, Xian, P.R. China
Fax: (029) 4262470
Phone: (029) 8701074

ATTN: Director, Shenyang Aircraft Certification Center
Northeast China Administration of CAAC
Shenyang Dongta Airport
110043 Shenyang, P.R. China
Fax: (024) 8294012
Phone: (024) 8294375

ATTN: Director, Chengdu Aircraft Certification Center
Southwest China Administration of CAAC
Chengdu Shuangliu Airport
601202 Chengdu, P.R. China
Fax: (028) 5581340
Phone: (028) 5548889-3903

3. SPECIAL REQUIREMENTS FOR ISSUANCE OF TYPE VALIDATION CERTIFICATE FOR IMPORT AIRCRAFT. According to the "Regulations of Airworthiness of Civil Aircraft of the People's Republic of China" (June 1,1987), "Civil Aviation Products and Parts Certification Requirements", CCAR-21, and "Civil Aviation Products Import Certification Procedures" AP-21-01, the Chinese Type Validation Certificate for import aircraft is a prerequisite to issuance of a Chinese Certificate of Airworthiness and the following are the special requirements for issuance of Chinese Type Validation Certificate unless otherwise noted:

3.1 Application

An application form AAC-021 (5/95) (sample enclosed as attachment 1) shall be completed by the USA manufacturer of the concerned aircraft and forwarded to the CAAC-AAD through FAA aircraft certification office in which the applicant is located, together with the following documents, to permit the CAAC-AAD to become acquainted with the type design.

(a) A copy of the FAA aircraft (engine, propeller) type certificate and any applicable supplemental type certificates.

(b) A copy of the aircraft (engine, propeller) type certificate data sheets or specifications (includes any supplemental type specifications).

(c) The text of all FAA special conditions, equivalent safety items and exemptions from the airworthiness or noise requirements shall be made available to the CAAC-AAD for review and validation.

(d) A compliance checklist with the certification basis indicating for each item of the requirement how it was complied (by test, analysis, calculation, design provision, flight test, etc.) and the title and number of the corresponding substantiation document (report, drawing, specification, etc.).

3.2 Certification

(a) CAAC-AAD will establish the Chinese requirements and special conditions for acceptance of the aircraft type and perform an engineering review in USA through meetings with the aircraft manufacturer and FAA representatives.

(b) In addition to on-site engineering review, CAAC-AAD may evaluate the Manufacturer's quality assurance system, if it is necessary.

(c) A final CAAC-AAD validation report will list the requirements for acceptance of the aircraft model, Type Certificate and Type Certificate Data Sheet revision number and date. CAAC-AAD data requirements will include all published documents (Airplane Flight Manual, Maintenance and Repair Manuals, Illustrated Parts Catalogs, Weight and Balance Manual, Service Bulletins, etc.) and Non-published documents (engineering reports, drawings, flight test results, manufacturer specifications etc.) deemed necessary to substantiate the Chinese approval and support the continuing airworthiness of the aircraft in China.

(d) The published documents will be provided in duplicate copies; one copy to the CAAC-AAD; another one to the regional airworthiness division in which the Chinese Airlines under its control, when first purchaser of this aircraft model. Both organizations must be included in the manufacturer's mailing list to receive regular updating of such documents. The published documents will include, but not limit, the following:

1. Airplane Flight Manual (AFM)

2. Flight Crew Operation Manual (FCOM)

3. Maintenance Review Board reports (MRB) or Maintenance requirements

4. Master Minimum Equipment List (MMEL)

5. Maintenance Manual (MM)

6. Structural Repair Manual (SRM) and Supplemental Structure Inspection Documents (SSID)

7. Weight and Balance Manual (WBM)

8. Maintenance Planning Documents (MPD)

9. Wiring Diagram Manual (WDM)

10. Illustrated Parts Catalogs (IPC)

11. Power plant Build-up Manual (PBM)

12. Service Bulletins (SB) etc.

4. REQUIREMENTS FOR ISSUANCE OF CHINESE CERTIFICATE OF AIRWORTHINESS. A Chinese Certificate of Airworthiness will be issued only if the following requirements have been met:

(a) The aircraft type must have a Chinese Validation Type Certificate.

(b) The requirements of "Airworthiness Requirements for Civil Aircraft in Operation" (CCAR-121AA), "New Aircraft Airworthiness Inspection Procedures" (AP-121AA-04) and "Used Aircraft Airworthiness Inspection Procedures" (AP-121AA-03) must be complied with.

4.1 New Aircraft

The following documents are required for obtaining Chinese Certificate of Airworthiness.

(a) FAA Export Certificate of Airworthiness for the aircraft, engines, and propellers.

(b) A statement of Non-registered or De-registered for the Aircraft.

(c) Statement of Modification Status which include:

1. Customer options incorporated

2. Equipment incorporated

(d) Statement of compliance with Chinese special requirement and engineering reviewing including changed configuration and equipment.

(e) Airworthiness Directives.

1. A declaration of compliance with all Airworthiness Directives issued by FAA must be provided, where optional means of compliance are offered, the means chosen shall be stated.

2. FAA Airworthiness Directives containing repetitive compliance requirements must be identified. Information as to when the next compliance is due must also be provided.

(f) Production flight test reports and any statements regarding the corrective actions taken for defects during the production flight test.

(g) A copy of significant Material Review Board records or significant deviation records.

(h) Seat configuration approval documents, (pilot, crew member, passenger and special arrangement).

(i) Weight and Balance report and weighing report.

(j) A copy of Noise Certificate.

(k) Records of compass system and magnetic compass swing.

(l) Statement of Compliance with Service Bulletins and Alert Service Bulletins.

(m) Equipment List.

(n) FDR/CVR type and data format records and interpretation reports.

(o) Time/life limitations.

(p) Acceptance flight Test Report.

(q) An Emergency and Life saving Equipment List.

4.2 Used Aircraft.

In addition to the requirements in paragraph 3.2 and, where applicable, in paragraph in 4.1, the following is also required for used aircraft:

(a) A complete history of registration for the aircraft.

(b) A complete history of the aircraft, engines, propellers, components and equipment including:

1. The number of landings and pressurization cycles where the aircraft is subject to mandatory life limitations.

2. The maintenance program to which the aircraft has previously been maintained, including previous check cycle and future check cycle.

(c) The flight time since new of any components of the aircraft, engines, propellers, or equipment which are subject to mandatory life limitations.

(d) The flight time since new of any components of the aircraft, engines, propellers, or equipment which are subject to an approved overhaul period.

(e) Details of all changes of major structural components such as wings, tail planes, helicopter rotors or transmission components, and histories of all replaced components.

(f) Details of major structural repairs including the nature of damage in each case.

(g) A complete Airworthiness Directives list and “AD” status report.

(h) A complete Service Bulletin List and “SB” status report.

(i) A complete Operation and Maintenance record including a complete Log Book.

4.3 Language

(a) The required markings and placards in passenger cabin, in cargo, baggage or stowage compartments and in the aircraft exterior, shall be presented in Chinese or bilingual (Chinese and English) form.

(b) The Aircraft Flight Manual shall be identified as a Chinese Aircraft Flight Manual and shall include a statement regarding its applicability to Chinese registered aircraft.

5. SPECIAL REQUIREMENTS FOR ISSUANCE OF TYPE VALIDATION CERTIFICATE FOR IMPORT AIRCRAFT ENGINES AND PROPELLERS. The procedures for application of Aircraft Engines and Propellers Type Validation Certificate, engineering reviewing and documentation requirement are similar to paragraph 3 above.

6. SPECIAL REQUIREMENTS FOR ISSUANCE OF VALIDATION SUPPLEMENTAL TYPE CERTIFICATE FOR IMPORT AIRCRAFT. The procedures for application of VSTC, engineering and documentation requirement are similar to paragraph 3 above.

7. SPECIAL REQUIREMENTS FOR ISSUANCE OF VALIDATION OF DESIGN APPROVAL.

(a) An application form AAC-020(5/95) shall be completed by the USA manufacturer of the concerned equipment and forwarded to the CAAC-AAD through the FAA, together with the following documents:

1. Sufficient technical data to describe the product and its intended utilization;

2. Copy of the FAA approvals and the certification basis including the adopted standard or specification;

3. Statement of Compliance with the certification basis including a list (by title and number) of the substantiation reports developed for FAA certification;

4. The published documents such as: Maintenance and Overhaul manuals, Parts Catalog, Service Bulletins, etc., may also be required.

(b) After reviewing above documents, the CAA-AAD will advise the applicant by letter of any additional Chinese requirements or special conditions, and make, if necessary, any on-side engineering review.

(c) A Validation of Design Approval will be issued by CAAC upon compliance with the requirements established in paragraph (a) and (b) above.

NOTE: Unless having got CAAC installation approval, no above products can be installed on Chinese Registered aircraft.

8. PROCEDURE FOR APPROVAL OF OTHER CLASS II AND CLASS III IMPORT PRODUCTS.

(a) The USA manufacturer of such class II and class III equipment may be required to supply information and documentation as may be deemed necessary by the CAAC-AAD, to justify its installation on a class I product for which CAAC-AAD certification is sought.

(b) The CAAC-AAD approval of such product will be granted by the issuance of the Chinese Type Validation Certificate or Type Certificate for the class I product on which they are installed.

(c) Statement of compliance with [[14 CFR part 21, (Subpart L)]].

(d) Statement of compliance with all relevant Airworthiness Directives and Service Bulletins.

9. EXPORT AIRWORTHINESS APPROVALS. Each class II or class III product exported to China shall receive an FAA airworthiness approval tag (FAA Form 8130-3) in accordance with [[14 CFR part 21, (Subpart L]].

10. CONTINUING AIRWORTHINESS. The USA manufacturer of product which has received the CAAC-AAD Type Design approval according to paragraph 3 through 8 shall be responsible for informing the CAAC-AAD of all relevant information regarding the continuous airworthiness of its product in China. This shall include prompt communication to CAAC-AAD of all information regarding hazardous service difficulties, corresponding design corrections, proposed operational precautions and limitations.

11. NOISE REQUIREMENTS. The USA manufacturer who applies for an import Type Validation Certificate of a new type of aircraft shall comply with the noise requirements of the ICAO Annex 16 rules or Chinese special requirements.

12. REQUIREMENT FOR US REPAIR PARTS.

(a) Any US maintenance organizations performing maintenance work of civil aircraft registered in the P.R. China and/or parts must apply for a Maintenance Organization Certificate from the CAAC

(b) The “Airworthiness Approval Tag” (CAAC Form AAC-038) should be issued to the Aircraft and/or parts after maintenance for return to service.

PEOPLE'S REPUBLIC OF CHINA ATTACHMENT 1

GENERAL ADMINISTRATION OF CIVIL AVIATION OF CHINA

APPLICATION FOR VALIDATION OF TYPE CERTIFICATE OF CIVIL AVIATION PRODUCT

1. Name of applicant_____

2. Address of applicant_____

3. Purpose of this application:

   ☐ Type certificate ☐ Type approval

   ☐ Supplemental type certificate ☐ Supplemental type approval

4. For type certificate/approval complete the following items:

   Model designation applied for _____

   Attach: Design explanation, main technical data, the airworthiness standards of the design documentation, construction and performance, (including drawings).

5. For supplemental type certificate/approval, complete the following items:

   Model designation of product to be modified_____

   _____

   Description of type design change _____

   _____

6. I certify that the statement of this application and attachments furnished herein are correct and without error.

Name (signature)_____ Organization_____

Title_____ Date_____

AAC-021 (5/95)

PEOPLE'S REPUBLIC OF CHINA ATTACHMENT 1 (Continued)

GENERAL ADMINISTRATION OF CIVIL AVIATION OF CHINA

APPLICATION FOR VALIDATION OF DESIGN APPROVAL OF CIVIL AVIATION PRODUCT

1. Name of applicant_____

2. Address of applicant_____

3. Name of the article for application_____

4. The applicant for validation of design approval should complete the following items:

   (1) Model of material, part or appliance_____

   _____

   _____

   _____

   _____

   (2) Type of aircraft on which material, part or appliance is to be installed_____

   _____

   _____

   _____

   _____

   (3) The applicant shall submit the documents prescribed in CCAR21.90.

5. I certify that the statement of this application and attachments furnished herein are correct and without error.

Name (signature)_____ Organization_____

Title_____ Date_____

AAC-020 (5/95)

1 国家 Country	2 中国民用航空总局 CAAC □ 符合性 Conformity □ 适航性 Airworthiness 批准放行证书/适航批准标签 AUTHORIZED RELEASE CERTIFICATE/AIRWORTHINESS APPROVAL TAG	3 证书编号 Certificate Ref No.
4 单位 Organization		5 工作单/合同单/货单 Work Order/Contract/Invoice

6 序号 Item	7 内 容 Description	8 件 号 Part No.	9 适用性 Eligibility *	10 数 量 Qty	11 系列号/批号 Serial/Batch No.	12 产品状态 Status/Work

13 备注 Remarks

14 新产品 New Parts

兹声明上述产品除第13项的其它规定以外，已按照上述国家适航条例进行制造/检查，并且该产品(出口产品)符合经批准的型号设计资料和进口国提出的专用要求。

Certifies that the Part(s) identified above except as otherwise specified in block 13 was(were) manufactured/inspected in accordance with the airworthiness regulations of the stated country and/or in the case of parts to be exported with the approved design data and with the notified special requirements of the importing country.

15 使用过的产品 Used Parts:

兹声明上述产品除第13项的其它规定外，已按照上述国家适航条例和进口国通知的特殊要求进行了工作，该产品处于安全可用状态可以批准放行使用。

Certifies that the work specified above except as otherwise specified in block 13 was carried out in accordance with the airworthiness regulations of the stated country and the notified special requirements of the importing country and in respect to that work. the part(s) is(are) in condition for safe operation and considered ready for release to service. (over)

16 批准人签名
Signature

18 批准日期
Date

19 中国民航总局授权
Issued by or on behalf of the CAAC

17 批准人姓名(打印的)
Name(printed)

AAC—038(12/94)

* 参阅产品目录详细查找适用性
Cross—check eligibility for more details with parts catalogue

PEOPLE'S REPUBLIC OF CHINA ATTACHMENT 1 (Continued)

批准放行证书/适航批准标签

AUTHORIZED RELEASE CERTIFICATE/AIRWORTHINESS APPROVAL TAG

使 用 者 /安 装 者 职 责

USER/INSTALLER RESPONSIBILITIES

(1)必须明确:本文件并不批准零件/组件/部件可以装到有关产品上。

(2)当使用者/安装者使用的是所在国适航当局的条例,而不是本表第 1 项中所指国家适航当局的条例时,使用者/安装者必须保证所在国的适航当局能接受所指国家适航当局批准出口的零件/组件/部件。

(3)表中第 14 项、第 15 项的陈述,并不说明本表是安装批准。在所有情况下,航空器使用前,航空器使用者/安装者应把按本国适航条例颁发的安装批准放入维修记录中。

(1)It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly.

(2)Where the user/installer works in accordance with the national regulations of an Airworthiness Authority different than the Airworthiness Authority of the country specified in block 1 it is essential that the user/installer ensures that his/her Airworthiness Authority accepts parts/components/assemblies from the Airworthiness Authority of the country specified in block l.

(3)Statements 14 and 15 do not constiute installation certification. In all cases the aircraft maintenance record must contain an installation certification issued in accordance with the national regulation by the user/installer before the aircraft may be flown.

CANADA - SPECIAL REQUIREMENTS

(Revised April 24, 1997)

SECTION 1. - INTRODUCTION.

The manner in which Transport Canada, Civil Aviation (TCCA) accepts aeronautical products from the United States is governed by the Canada-U.S. Bilateral Airworthiness Agreement (BAA) which was effected by an Exchange of Notes on August 31, 1984. The means of implementing the BAA is specified in a revised Schedule of Implementation Procedures signed by the Administrator of the FAA and the Assistant Deputy Minister, Aviation in May 1988.

SECTION 2. - APPROVAL OF TYPE DESIGN.

Note: Effective October 10, 1996, the term "Type Approval" has been changed to "Type Certificate". The latter will be used herein.

An Aircraft Type Certificate issued by TCCA is a prerequisite in establishing eligibility of an aircraft for a Canadian Certificate of Airworthiness. An aircraft engine, propeller, or appliance intended for use in Canada must have its type design approved or accepted by TCCA.

The approval or acceptance of the type design of an aeronautical product involves a type design examination, which is the process that allows TCCA to gain knowledge of the product and ensure that the Canadian basis of certification has been met. The certification process is designed to take utmost advantage of the existing bilateral agreement by providing maximum credit as practicable to the FAA's type certification activities.

The regulations and standards applicable to design approval procedures are those of Canadian Aviation Regulations (CAR) Part V, Subparts 11 and 13, and (Canadian) Airworthiness Manual Chapters 5111 and 513. The obligations of a Type Certificate holder, which includes the provision of manuals, are identified in CAR Part V, Subpart 11.

An applicant for a Canadian Type Certificate shall make application through the FAA, with a request that the application and related information be forwarded to the address provided in Section 2.5, TCCA Contact. An early application, preferably when applying for the FAA Type Certificate, is recommended in order to minimize delay and to provide ample time for the resolution of problems associated with type certification activities. Each application will be processed in order to establish the Canadian basis of certification and to determine the extent of the activities needed to complete the Canadian type certification. The applicant and the FAA will subsequently be advised of any required type certification with the objective of assuring compliance with Canadian standards, avoiding duplication of efforts and utilizing FAA knowledge and expertise to the extent possible.

2.1 Aircraft, Aircraft Engine, Propeller.

(a) Designed and Manufactured in the U.S.

Effective June 1, 1989, all new U.S. aircraft types not previously accepted for use in Canada, require a Canadian Aircraft Type Certificate prior to the aircraft being eligible for a Canadian Certificate of Airworthiness.

With few exceptions, such as commuter and unusual designs, it is the current policy of TCCA to accept FAA Type Certificates issued for [[Title 14 of the Code of Federal Regulation (14 CFR) parts 23, 27, 33, and 35]] products as an acceptable Canadian type design approval. Also, except for a small number of Additional Technical Conditions, the majority of products certified to the

standards of [[14 CFR part 25]] and intended for corporate application are accepted by TCCA. Upon application, a corresponding Canadian Type Certificate will be issued for these products based on the FAA Type Certificate and an FAA statement of compliance with the Canadian basis of certification.

[[Title 14 of the Code of Federal Regulation part 23]] commuter category aeroplanes, [[14 CFR part 25/14 CFR part 29]] transport category aircraft intended for commercial operation, and engines and propellers intended for installation on Canadian designed aircraft are subject to a type design examination and approval by TCCA. Upon establishing compliance with the Canadian basis of certification, a Canadian Type Certificate will be issued for the product category.

TCCA will advise the U.S. applicant, through the FAA, of Additional Technical Conditions. These Additional Technical Conditions are the requirements, including Special Conditions, Canadian Additional Airworthiness Requirements, and environmental requirements, that might be specified by TCCA in addition to the FAA basis of certification to assure compliance with the Canadian basis of certification.

(b) Designed and Manufactured in a Country other than Canada or the U.S.

Aeronautical products which were designed and manufactured in a country other than Canada or the United States require Canadian Type Certificates. The Type Certificate is based on a type design examination by TCCA of the type certification issued by the airworthiness authority having jurisdiction in the state of design. The procedure is similar to that specified in Section 2.1 (a) above, except that TCCA will deal with the airworthiness authority having jurisdiction in the state of design.

(c) Designed and Manufactured in the U.S. and Another Country.

Aeronautical products having a type design approval in one country and being manufactured in another country, one of which is the United States, are eligible for Canadian Certificates of Airworthiness provided there is a Canadian Type Certificate and an agreement on continuing airworthiness responsibilities.

2.2 Appliances.

Appliances intended for installation on Canadian registered aircraft must conform to design and performance standards approved or accepted by TCCA. The applicant should contact TCCA for information on applicable standards and the extent of review required for a given appliance.

Appliances manufactured under a Technical Standard Order (TSO) authorization or an FAA letter of TSO design approval, as issued to an applicant located in the United States or Canada, do not require separate TCCA approval where the TSO has been adopted as the Canadian standard. The TSO authorization or FAA letter of TSO design approval is accepted by TCCA without any further review being necessary.

2.3 Parts Manufacturing Approval (PMA).

Except where it forms part of an aeronautical product for which the FAA has jurisdiction over the initial type design, any PMA part installed or intended for installation on a Canadian registered aircraft requires the prior approval of TCCA.

2.4 Supplemental Type Certificate (STC).

An FAA STC intended for incorporation on a Canadian registered aircraft or on an aeronautical product that is installed on a Canadian registered aircraft requires the approval or acceptance by TCCA. The STC is subject to examination by TCCA, and the extent of review is dependent upon the complexity of the change in type design, the product affected, the product

category, and the state responsible for initial type design. An applicant seeking approval or acceptance of an FAA STC, or issuance of a corresponding Canadian STC, should contact TCCA for detailed information and requirements.

Design approvals granted under the FAA field approval procedures (FAA Form 337) are not recognized by TCCA. Such design changes will be treated on a case-by case basis depending on complexity, compliance with applicable requirements, and possible impact on continued safe flight and landing. Accordingly, a separate TCCA approval may be issued, dependent on findings.

2.5 TCCA Contact.

All questions relating to Canadian type design approval of aeronautical products, as specified in Section 2 above, should be addressed to:

Chief, Programs (AARDE)
Aircraft Certification Branch
Transport Canada, Civil Aviation
Place de Ville, Tower C
330 Sparks Street
Ottawa, Ontario
Canada K1A 0N8

Facsimile: (613) 996-9178
Telephone: (613) 952-4339

Note: TCCA web-based information in available at site - http://www.tc.gc.ca. Queries may be forwarded using the feedback feature in the Civil Aviation web page.

SECTION 3 - TCCA CONDITIONS FOR ACCEPTANCE OF AERONAUTICAL PRODUCTS.

The installation of (FAA) Class II or III products, which include TSO and PMA parts, on a Canadian registered aircraft or on an aeronautical product that is installed on a Canadian registered aircraft must be done in a manner acceptable to TCCA. Where the installation constitutes a major modification, the installation should be done in accordance with data approved or specified by TCCA as required by CAR Part V, Subpart 71.

Clarification on the acceptability or eligibility of a product for installation on a Canadian registered aircraft or on an aeronautical product installed on a Canadian registered aircraft may be directed to TCCA.

3.1 (FAA) Class I Aeronautical Products - Aircraft, Aircraft Engine, Propeller.

A Class I product is eligible for import into Canada where it can be shown and TCCA is satisfied that the product conforms to the Canadian approved type design and is in a condition for safe operation. The preferred method of showing conformity is by means of an Export Certificate of Airworthiness, which must be properly certified by the FAA and shall include the following information:

(1) a certification of conformity to the type design specified in the Canadian Type Certificate;

(2) a list of any major modifications and major repairs approved by the FAA and embodied in the product; and

(3) a list of all applicable airworthiness directives or equivalent mandatory notices, issued by the FAA, indicating which have been complied with.

Where a product is imported without an Export Certificate of Airworthiness, or other acceptable document, the product will not be eligible for use in Canada until conformity to the approved type design is established pursuant to Chapter 507 of the Airworthiness Manual.

3.2 (FAA) Class II Aeronautical Products - Parts and Appliances.

Imported parts and appliances are eligible for installation on Canadian registered aircraft where the product conforms to approved design data and is in a condition for safe operation.

For Class II products imported directly from the United States, TCCA will accept as proof of conformity:

(1) a signed certification on a company inspection release note, tag or other shipping document stating the name and address of the company, and FAA approval number of Production Certificate (PC), PMA, TSO authorization, or Repair Station Certificate as applicable;

(2) a signed certification, showing the name and address of the supplier, referencing the original documentation issued by a company holding a PC, PMA, TSO authorization or Repair Station Certificate. An acceptable alternative would be for the supplier to attach a copy of the original documentation to his certificate; or

(3) an FAA Airworthiness Approval Tag, Form 8130-3 signed by the FAA or its representative.

3.3 (FAA) Class III Aeronautical Products - Standard Aircraft Parts and Materials.

Standard aircraft parts and materials are eligible for installation on Canadian registered aircraft where the product:

(1) conforms to the design data for the aeronautical product which they are a part or component; or

(2) conforms to a recognized government or industry national standard (e.g., AN, SAE, NAS, etc.);

(3) is identified with the manufacturer's name and part number, either on the product or the packaging whichever is appropriate; and

(4) is in a condition for safe operation.

TCA will accept as proof of conformity a company release document with a statement certifying the product conforms to its recognized standard or specification.

3.4 Product Identification.

Products imported into Canada must be identified in accordance with CAR Part II, Subpart 1.

3.5 Licensing Conditions

To facilitate the licensing of an imported aircraft in Canada, the following documentation should be forwarded by the U.S. exporter to the Manager, Airworthiness in the Transport Canada

Region in which the purchaser is located (addresses of the five Regions and their geographical boundaries are contained in the Attachment 1).

(1) FAA Export Certificate of Airworthiness, as specified in Section 3.1 above.

(2) Evidence of transfer of ownership to the Canadian purchaser from the last U.S. recorded owner, or in the case of a new aircraft, the manufacturer.

The FAA may notify in writing the appropriate TCCA Manager, Airworthiness of the issuance, or preparation for issuance, of an Export Certificate of Airworthiness. The notification must identify the name and address of the FAA inspector or its representative.

Canadian nationality and registration marks may be obtained by a Canadian purchaser on application to a TCCA Regional office.

ATTACHMENT 1

REGIONAL OFFICES AND GEOGRAPHICAL BOUNDARIES

Listed below are the addresses (and the geographical boundaries) of the five Regional Offices of Transport Canada, Civil Aviation:

Pacific Region

Manager, Airworthiness
Transport Canada
800 Burrard Street, Room 220
Vancouver, British Columbia
Canada V6Z 2J8

Boundaries: The province of British Columbia.

Prairie and Northern Region

Manager, Airworthiness
Transport Canada
1100-9700 Jasper Ave.
Edmonton, Alberta
Canada T5J 4E6

Boundaries: The provinces of Manitoba, Saskatchewan, and Alberta, the Yukon and Northwest Territories, including all their islands, Hudson Bay, James Bay and all Canadian waters north of 60 degrees north latitude.

Ontario Region

Manager, Airworthiness
Transport Canada
4900 Young Street
Suite 300
Willowdale, Ontario
Canada M2N 6A5

Boundaries: The province of Ontario

Quebec Region

Manager, Airworthiness
Transport Canada
700 rue Leigh Capreol
Dorval, Quebec
Canada H4Y 1G7

Atlantic Region

Manager, Airworthiness
Transport Canada
P.O. Box 42
Moncton, New Brunswick
Canada E1C 8K6

Boundaries: The provinces of New Brunswick, Newfoundland and Labrador, Nova Scotiea, and Prince Edward Island.

BRUNEI DARUSSALAM - SPECIAL REQUIREMENTS

(Revised - September 7, 1996)

1. GENERAL.

1.1 This document specifies the special requirements and conditions to be satisfied for the certification and use in Brunei Darussalam of aeronautical products of United States origin imported from the United States.

1.2 Authority for aircraft registration and certification is vested in the Department of Civil Aviation (DCA); correspondence should be addressed to:

Department of Civil Aviation
Brunei International Airport
Bandar Seri Begawan, 2015
Brunei Darussalam

1.3 Brunei Darussalam does not issue Type Certificates.

1.4 Eligibility for the issue of a Brunei Certificate of Airworthiness is determined by:

(a) Compliance with the appropriate requirements of paragraphs 2, 3 and 4 of this document (but see also paragraph 5).

(b) Compliance with:

(i) Additional directives issued by the United Kingdom Civil Aviation Authority.

(ii) Airworthiness Notices issued by the United Kingdom Civil Aviation Authority.

NOTE: Compliance with this sub-paragraph (b) is not essential before export to Brunei Darussalam. However, as it may be difficult to establish conformity in Brunei Darussalam, details of any relevant service document and modification status will be helpful to the Brunei user.

(c) Completion of a flight test in accordance with a DCA approved Airworthiness Flight Test Schedule unless otherwise agreed by the DCA.

2. ELIGIBILITY FOR EXPORT TO BRUNEI DARUSSALAM.

2.1. Aircraft, Aircraft Engine or Propeller.

Compliance with 14 CFR part 21, (Subpart L).

2.2. Aircraft Parts, Aircraft Engine Parts, Propeller Parts, Components, or Appliances.

Airworthiness Approval Tag (FAA Form 8130-3).

3. ADDITIONAL REQUIREMENTS.

3.1 This subject identifies those design requirements additional to [[14 CFR]] certification basis which must be satisfied for a particular aircraft type to be eligible for Brunei certification.

3.2 Additional Requirements for Brunei certification are not specified for fixed wing aircraft:

(a) below a maximum authorized weight of 2730 kg (6000 lbs).

(b) below a maximum authorized weight of 5700 kg (12500 lbs) when certification will not be applied for in the Transport or Aerial Work Categories.

NOTE: Brunei air navigation legislation requires the carriage of equipment on scales related to the purpose for which the aircraft is being flown. The aircraft commander is responsible for determining that an aircraft is properly equipped for any proposed flight.

3.3 For all aircraft other than those defined in paragraph 3.2 the DCA may prescribe Additional Requirements. Details for any individual aircraft type will be supplied on written application; a limited type evaluation by the DCA may be required when no previous example has been certificated in Brunei Darussalam. Equipment required to be carried on flights for the purpose of public transport, to satisfy Brunei air navigation legislation, will also be specified.

4. SPECIAL REQUIREMENTS.

4.1 This subject identifies those special administrative requirements which must be satisfied for particular products to be eligible for Brunei registered aircraft.

Applicability Code:

\+ Required only with first of type and model exported to Brunei Darussalam.

* Required only for aircraft with a maximum authorized weight greater than 5700 kg (12500 lbs).

4.2 All Aircraft.

* **(a)** Statement of build standard. This statement must include the aircraft specification, changes in design to satisfy Brunei Additional Requirements and a list of Service Bulletins incorporated during manufacture. The list of Service Bulletins incorporated must identify:

(i) Production versions of the Service Bulletins.

(ii) Service Bulletins.

(iii) Alert Service Bulletins.

(b) Copy of the production flight test report or a statement that no flight test has been completed.

(c) Modification standard. This must include:

(i) Customer options and equipment incorporated including items of equipment not necessarily installed by the manufacturer of the aircraft.

(ii) Service Bulletins compliance.

(d) Export Certificate of Airworthiness (see paragraph 4.4 of this document).

\+ **(e)** A copy of the aircraft Type Certificate Data Sheet.

(f) Details of any alterations which may have been embodied under the Supplemental Type Certificate (STC) procedure.

NOTE: Any STC which has been embodied but not previously investigated by the DCA will be subject to evaluation before a Brunei Certificate of Airworthiness is issued.

(g) A list of the defects, if any, at the time of issue of the Export Certificate of Airworthiness which will require rectification by the Brunei operator.

(h) The FAA Approved Flight Manual or Pilot's Operating Handbook for the individual aircraft concerned, for approval by the DCA.

(i) Airframe/engine/propeller/auxiliary power unit log books.

* **(j)** Seating configuration approval document, where relevant.

\+ **(k)** Maintenance Review Board document, where relevant.

\+ **(l)** A summary of FAA approved retirement life limitations.

\+ **(m)** Electrical load analysis.

NOTE: For aircraft other than first of type, the DCA requires sufficient information to be available to determine the effect of customer options, etc., on the supply of electrical energy to essential services.

\+ **(n)** FAA approved Master Minimum Equipment List, where applicable.

(o) Weighing report and associated weight schedule.

\+ **(p)** Manuals required by the DCA:

		NO. REQUIRED
(i)	The FAA approved Flight Manual or Pilot's Operating Handbook.	2 (but see also 4.2(h))
(ii)	Airframe Maintenance Manual.	1
(iii)	Operations Manual.	2
(iv)	Weight and Balance/Loading Procedures.	1
(v)	Engine Maintenance Manual.	1
(vi)	Structural significant items.	1
(vii)	Maintenance planning guide including manufacturers recommended component overhaul lives.	1
(viii)	Set of Service Bulletins and Service Letters or equivalent documents.	1

NOTE: A condition of Brunei certification of the first of a type is the provision by the Brunei applicant for certification of a continuing amendment service for the required manuals.

(q) Record of compass system and magnetic compass swings.

(r) Record of rigging checks.

(s) A statement that suitable tests and measurements have been made and recorded to establish the satisfactory performance of the installed radio/radar apparatus and their associated antennae. A list of antennae positions must be provided.

(t) Detailed list of equipment constituting the navigation and communications installation.

\+ **(u)** Noise Type Certificate.

4.3 Used Aircraft.

In addition to the requirements specified in paragraph 4.2 (but (b) need not necessarily be complied with) the following information is required for used aircraft:

* **(a)** Maintenance program to which these aircraft have previously been maintained including:

(i) previous check cycle.

(ii) future check cycle.

* **(b)** Component overhaul life summary, including details of service life remaining and modification standards.

(c) Component and structure retirement life summary where applicable, including details of service life remaining.

* **(d)** Component and structural inspection program. This must include details of any structural sampling program in which these aircraft have been included, together with details of their position in this program.

NOTE: All used aircraft will be subject to a physical condition survey and review of the associated records, to the satisfaction of the DCA, before the issue of a Brunei Certificate of Airworthiness is considered. In addition, approval must be obtained from the DCA for the applicant's proposals for integration of the aircraft into a maintenance program approved by the DCA. Prospective purchasers of used aircraft are encouraged to discuss their proposals with the DCA before arranging import into Brunei Darussalam.

4.4 Requirement For Export Certificates Of Airworthiness (FAA Form 8130-4) to be issued.

(a) An Export Certificate of Airworthiness (FAA Form 8130-4) is required for any Class I product or engine module exported from the United States to Brunei Darussalam.

NOTE: In the case of aircraft, the Certificate shall not have been issued more than sixty [[days]] prior to the date of presentation for Brunei certification, unless otherwise agreed by the DCA.

(b) When Additional Requirements have been notified to the FAA or FAA designee in accordance with paragraph 3.4 [[paragraph 3.4 not enclosed in this advisory circular.]] of this document, the Certificate shall be so endorsed as to provide a detailed status of compliance. Items of non-compliance do not require a waiver from the DCA providing they are so endorsed on the Certificate, as Brunei Darussalam is principally concerned with establishing the status of compliance at the time of export from the United States.

(c) The Certificate shall be accompanied by a document furnished by the applicant (e.g., a log book) which contains entries identifying those applicable Airworthiness Directives (AD's) with which compliance has been achieved. This document shall also identify those AD's containing a repetitive compliance requirement and when compliance is next due to be satisfied. All AD's shall be complied with prior to the issue of the Certificate unless a waiver has been issued by the DCA.

4.5 Appliances - General.

(a) The DCA will accept that an appliance has those characteristics vouched for on an FAA Airworthiness Approval Tag which has a United Kingdom Civil Aviation Authority (CAA) registration number quoted. For the purpose of this procedure, an appliance means any instrument, equipment, mechanism, apparatus, or accessory used or intended to be used in operating an aircraft in flight, which is installed in, intended to be installed in, or attached to the aircraft, but is not part of an airframe, engine or propeller, and includes replacement and modification parts therefor.

(b) In the case of an appliance which has not been granted a CAA registration number and which meets either of the following alternatives then application for acceptance of the appliance shall be made to the DCA.

(i) The appliance has been accepted by the FAA as complying with the Minimum Performance Standards of the applicable Technical Standard Order (TSO) as published in [[14 CFR, (Subpart O)]] and [[14 CFR part 21.305 (b)]]; or,

(ii) In lieu of approval under a Technical Standard Order, the appliance has been accepted by the FAA as meeting the applicable [[14 CFR]] and the terms of the applicant's specifications.

(iii) Individual appliances will be accepted by the DCA on the basis of an Airworthiness Approval Tag (FAA Form 8130-3) issued by the FAA. The FAA certification may be made on behalf of the FAA by authorized persons delegated by the FAA, and the FAA assumes full responsibility for the certification.

(c) In the case of an appliance by which approval is implied by certification of the aircraft in which the appliance is installed, sufficient information shall be supplied to the user and be supplied with an FAA Airworthiness Approval Tag.

4.6 Radio Appliances. The DCA may require a declaration of design and performance in the format specified in the current issue of British Standard Specification G.100. Details for any individual type of radio appliance will be supplied on written request.

NOTE: Where a radio appliance has been approved by the United Kingdom Civil Aviation Authority, the item will be accepted by the DCA without further investigation. The relevant CAA approval number must be quoted on the FAA Airworthiness Approval Tag.

4.7 Products other than aircraft or appliances.

(a) Engines (including APUs), engine modules, and propellers:

(i) Export Certificate of Airworthiness (refer to paragraph 4.4).

(ii) Service Bulletin compliance statement.

(b) Class II as defined in [[Subpart L of 14 CFR part 21]]:

(i) FAA Airworthiness Approval Tag.

(c) Class III as defined in [[Subpart L of 14 CFR part 21]]:

(i) FAA Airworthiness Approval Tag, or

(ii) A certification by the manufacturer of the product concerned was manufactured under a Production Certificate granted under [[Subpart F of 14 CFR part 21]], a Parts Manufacturing Approval granted under [[Subpart K of 14 CFR part 21]], or a Technical Standard Order authorization granted under [[Subpart O of 14 CFR part 21]] as appropriate.

5. SPECIAL CONDITIONS.

Where an aircraft is of unusual or novel design, the DCA reserves the right to prescribe Special Conditions or refuse certification. Applications for Brunei Darussalam certification are advised to give early notification to the DCA of any aircraft type in this classification.

KINGDOM OF BELGIUM - SPECIAL REQUIREMENTS

(Revised -September 20, 1996)

1. INTRODUCTION. This document prescribes requirements supplementing the Agreement on the reciprocal acceptance of Export Certificates of Airworthiness. It is based on the Bilateral Agreement between the Governments of the United States and Belgium of May 14, 1973.

2. GENERAL.

2.1. Aircraft, Aircraft Engine or Propeller.

Compliance with 14 CFR part 21, (Subpart L).

2.2. Aircraft Parts, Aircraft Engine Parts, Propeller Parts, Components, or Appliances.

Airworthiness Approval Tag (FAA Form 8130-3).

2.3 Since January 1, 1992, the following Technical Regulations and Administrative Procedures are applicable in the European Communities: CEE n° 3922/91 regulations from the Council.

3. DOCUMENTS AND DATA REQUIRED. When an aircraft is exported to Belgium, the documents listed below must be provided to the Belgian Civil Aeronautics Administration:

3.1. For each individual new aircraft:

1. The FAA Export Certificate of Airworthiness issued no longer than 60 days before the date the aircraft is entered into Belgium;

2. The weight and balance report containing a complete inventory of all equipment and instruments;

3. A list of radio communication and navigation equipment installed, including make and model, capacity and frequencies.

4. The FAA approved flight manual. A pilot's operating handbook or similar manual will be provided in addition to or when no approved flight manual is required by the FAA.

5. The list of modifications that have been incorporated during production for the airframe, the engine(s), the propeller(s), and the major equipment and components (such as APU) and the list of AD notes complied with during manufacturing.

6. A copy of the manufacturer production flight test report applying to the aircraft being operated.

3.2. For each individual used aircraft. In addition to the documents listed in paragraph 3.1, the following technical data are required:

1. The certified logbooks, or equivalent historical records, for the aircraft, the engine(s), the propeller(s), the major equipment and components (such as APU), containing information on operational times and cycles (since new and since last overhaul), maintenance, overhaul, repairs and modifications, status of parts with limited lifetime.

2. A detailed listing of all modifications, including the operator's modifications Service Bulletins or equivalent documents, and Airworthiness Directives complied with.

3. The past maintenance schedule and programs.

4. The components operating and storage limits.

3.3. For aircraft first of the type exported to Belgium. In addition to the documents listed in paragraphs 3.1. and 3.2., the following technical data are required:

1. One copy of the Type Certificate and Type Certificate Data Sheets for the aircraft, the engine(s), and the propeller(s).

2. Two copies of the FAA approved flight manual. The pilot's operating handbook will be provided in addition to or when no flight manual is required by the FAA.

3. One complete set of current technical manuals for the aircraft operation, service, maintenance, overhaul and repair manuals, catalog of spare parts.

4. Same technical manuals as in [[paragraph]] 3 above for the engines(s) and the propeller(s), if they are of a model exported to Belgium for the first time.

5. A list of the necessary special tools and equipment (including a tolerance chart) essential to the inspection and servicing of the aircraft, the engine(s), the propeller(s), and associated equipment.

6. One set of the following current technical documents: Master Minimum Equipment List; Maintenance Review Board document; Maintenance Planning document.

7. A statement by the manufacturer, or its authorized representative, to the effect that all pertinent information, modification, services bulletins, and revisions of such bulletins and manuals will be automatically distributed to the Aeronautics Administration of Belgium, to guarantee the airworthiness of the aircraft, the engine(s), the propeller(s), and the major components.

8. A copy of the type flight test report. Flight characteristics of the aircraft shall be described in this report in a manner convenient for calculating the performance of the aircraft over a reasonable range of weights, altitudes, and atmospheric conditions. Performance figures contained in, or furnished with the type flight test report shall have been corrected to standard atmospheric conditions, and a statement to this effect shall be made a part of the report. Established operational limitations, speeds, and approved loads shall be indicated.

9. Three-view drawings of the major assemblies, installations, and primary structure.

10. A type record of stress analysis summary showing, for all members of the primary structure, their design loads, dimensions, materials, strength, and margins of safety, or a copy of the static strength test reports when type approval was granted on the basis of such tests.

11. The list of reports and notes prepared for U.S. type certification of the aircraft.

4. SPECIAL TECHNICAL REQUIREMENTS.

4.1. Noise limits. An aircraft will be eligible for a Certificate of Airworthiness only if it complies with the noise standards of ICAO Annex 16. Subsonic jet airplanes have to comply with the noise limits laid down in Chapter 3 of Annex 16.

4.2. Radio equipment. Radio equipment must be FAA approved and comply with TSO/FAA TC specifications. When a radio equipment model is exported to Belgium for the first time, one copy of the following documentation will be furnished:

- The manufacturer's statement of conformance submitted to FAA.
- The letter of acceptance issued by FAA.
- The technical manuals and bulletins (Service Bulletins, etc.).

Special technical requirements regarding the radio equipment are:

- VHF radio-communication equipment must be compatible for use with 25 MHz spacing in the frequency band 118.00 MHz - 136.975 MHz.
- VHF radio-navigation equipment must be compatible for use with 50 kHz spacing between VOR and LOC channels and 150 kHz between associated Glide Slope channels.
- Communication and navigation antennas are to be distinct.
- VOR/LOC and Glide Slope antennas are to be distinct.

4.3. Flight instruments.

- Air speed indicators must show airspeed in KNOTS only.
- Altimeters must be of the sensitive type, showing altitude in FEET, with adjustable setting in MILLIBAR scale.
- Aircraft intended for use in IFR operation must be equipped with 2 sensitive altimeters.
- Variometers must be equipped with needle stops at maximum UP and DOWN indications.
- Aircraft intended for use in IFR operation and equipped with reciprocating non injecting engine(s) must be equipped with carburator heat temperature indicator(s).

4.4. Flight data recorder and cockpit voice recorder. Turbine powered transport category airplanes of a maximum mass of more than 5,700 kg must be equipped with an approved digital flight data recorder and an approved cockpit voice recorder. The technical manual will be furnished.

4.5 Equipment.

- The front seats of normal and utility airplanes must be equipped with either a shoulder harness or a belt and diagonal shoulder strap.
- Passengers seats must be fire blocked in accordance with [[14 CFR part 25.853(b)]] for aircraft intended [[for]] use in commercial operation.
- Each lavatory compartment must be equipped:

(a) with a smoke detector system or equivalent system that provides a warning light or audio warning in the passengers cabin which would be readily detected by an attendant.

(b) with a built in fire extinguisher for each disposal receptacle for towels, paper or waste located within the lavatory.

- Life jackets must be FAA approved and comply with TSO C13C.
- An automatic activated ELT must be installed for aircraft intended for use in commercial operation.

NOTE: In the case of an aircraft intended for use in IFR operation, a complete equipment list, mentioned the avionics equipment with number, make, model PN, SN, and frequency range will be furnished by the exporter or by the government of the country of origin for approval before delivery of the aircraft.

5. NOTES.

5.1. The aircraft must be equipped in accordance with the requirements of the Belgian regulations for its intended use.

5.2. Complementary information may be obtained at:

Administration de l'Aeronautique
Direction Technique
rue de la Fusee, 90
B - 1130 BRUSSELS (BELGIUM)

FASIMILE: 32/2/7240201

BARBADOS - SPECIAL REQUIREMENTS

(Revised - June 4, 1996)

1. GENERAL.

(a) Any aircraft to be eligible for issue of a Certificate of Registration by the Government of Barbados must qualify for certification in the State of Manufacture in the Standard or Restricted Category. The owner/operator shall make an application in writing, by completing form DCA 20, to the Technical Director - Aviation, Barbados. If the aircraft is of a type already on the Barbados Civil Aircraft Register any such application shall be made at least 10 working days prior to the proposed date of registration; if the aircraft is a "*first of type*" to be placed on the register at least 20 working days prior notice shall be given.

(b) FAA Class II and Class III products should be accompanied by documentation which confirms that the item is in accordance with the relevant section of [[Title 14 of the Code of Federal Regulations (14 CFR) part 21]]. An Airworthiness Approval Tag, FAA Form 8130-3, is acceptable.

(c) The latest revision(s) of any documents required must be provided.

2. APPLICATIONS.

Applications for registration should be addressed to:

Technical Director - Aviation
Air Traffic Services Building
Grantley Adams International Airport
Barbados
WEST INDIES

Telephone: (246) 428-0930/4883
FAX: (246) 428-2539/0172

and should include the following:

(a) A copy of the manufacturer's specifications for the aircraft.

(b) A complete list of all avionics equipment (both production and outfitter) installed.

(c) A current list of installed radio equipment by make, model number, part number, serial number and frequencies used.

(d) A copy of the FAA approval letter on use of the Minimum Equipment List (MEL), if applicable.

(e) A copy of the FAA approval letter to fly the Revised Vertical Separation Minimum (RVSM) are, if applicable.

(f) Specifications of all special installations required by the applicant.

(g) Internal configuration/layout of the aircraft and location of emergency exits.

(h) A statement on the proposed class of flight operations.

(i) A statement indicating time since overhaul (TSO), time since hot section inspection (TSHI) or time since mid-life inspection (TSMI) on airframe, engines and/or propellers.

(j) The number of hours and cycles on engine(s), total aircraft time, total aircraft landings and total APU time (if applicable).

(k) The type and location of emergency equipment.

(l) A manufacturer approved corrosion prevention/inspection program.

(m) A dispatch deviation guide/configuration deviation list, if applicable.

(n) A list identifying all essential and optional equipment on the aircraft, not mentioned above.

(o) A copy of the Noise Compliance Certificate issued by the manufacturer/State of Registry, as applicable.

(p) A manufacturer recommended minimum spares list.

3. EXPORT CERTIFICATION TO BARBADOS.

At the time of export certification, the following additional information must be supplied:

(a) Manufacturer's specifications for special processes and materials used in manufacture and maintenance.

(b) Location or technical drawings of all radio antennas.

(c) Master Minimum Equipment List (MMEL).

(d) Maintenance Planning Document (MPD) if applicable.

(e) Manufacturer's Maintenance Program/Schedule.

(f) The aircraft Bill of Sale, or equivalent document showing proof of ownership.

(g) Copies of the Type Certificate/incorporated Supplemental Type Certificate(s) (STC) which certify compliance with applicable airworthiness requirements and a list of all incorporated STC required Airplane Flight Manual Supplements.

(h) The Export Certificate of Airworthiness.

(i) Arrangements for ongoing airworthiness of the aircraft.

(j) One copy of a current Weight and Balance report showing the weights and arms of the main components and a current equipment list. The aforementioned Weight and Balance report and equipment list must have been complied within the previous 12 months.

(k) A completed "Application for the issue/renewal of a Certificate of Airworthiness", form DCA 34.

(l) A flight test report, completed within the previous six (6) months.

(m) Current status of all life limited parts and maintenance inspections. Note that computer generated records may be presented but must be verified by cross reference to the actual logbooks.

(n) A statement, signed by an official representative of the manufacturer, or Director of Maintenance/Chief Inspector of a certified repair station, showing that all mandatory modifications and any special conditions required by Barbados have been complied with.

(o) Summary of approved modifications, repairs, service bulletins incorporated since initial build.

(p) Statement of compliance with applicable service bulletins, Airworthiness Directives and CAA Additional Airworthiness Directives.

(q) A list and copies of all Major Repair and Alteration, FAA Form 337, if major repairs or alterations have been accomplished on the aircraft.

4. AIRCRAFT MARKINGS.

The aircraft must be marked and equipped for the conditions under which it is intended to operate in accordance with the First and Fifth Schedules, respectively, of the Barbados Civil Aviation (Air Navigation) Regulations, 1984, CAP 288A. A [[color]] contrasting with external paint scheme is required to identify emergency exits.

5. ADDITIONAL REQUIREMENTS.

(a) If special conditions are required the Technical Director - Aviation will advise using the latest revision United Kingdom, Civil Aviation Authority Additional Requirements and Special Conditions (CAP 480) as the basis. These additional requirements will be discussed and agreed with the prospective operator in association with the manufacturer/supplier of the aircraft concerned.

(b) For aircraft which are subject to special/supplemental long life programs by the manufacturer, proof of compliance with the foregoing will be required.

(c) An audit of the aircraft and associated records and proposed maintenance facility will be conducted by the Technical Director - Aviation or nay person authorized by his office prior to registration of the aircraft.

6. AIRCRAFT - FIRST OF THE TYPE TO BE REGISTERED IN BARBADOS.

In addition to the items in Sections (2) to (5), the following documents are required for aircraft which are the first of type to be entered in the Register. The owner/operator must make arrangements for such documents, with amendment service, to be provided without charge, throughout the period the aircraft remains on the Civil Aircraft Register.

(a) A complete set of current maintenance manuals, with amendment service, for:

(i) The aircraft and its engines.

(ii) Propeller(s) or Rotors as appropriate.

(iii) Auxiliary Power Unit (APU) as required.

(iv) Avionics equipment installed, as applicable.

(v) Nondestructive Testing, as applicable.

(vi) Special Structural Inspection Program when applicable.

(b) A full set of Service Bulletins, Letters and Modification Leaflets or similar documents issued by the manufacturer(s) in respect of the airframe, engine(s), propeller(s), APU and specialized equipment installed during the period the aircraft is on the Barbados Register.

(c) A current Flight Manual or equivalent document with supplements.

The Technical Director - Aviation or any airworthiness/licensing inspector(s) designated by him, will be required to attend the following manufacturer's training courses:

- Airframe and Powerplant
- Engine maintenance
- Avionics
- Pilots

The cost of this training must be borne by the owner/operator.

8. FERRY PERMIT

A Ferry Permit may be issued for the purpose of an aircraft delivery flight, however, particular restrictions will be applied to such flights.

Originals of the Ferry Permit, Certificate of Registration, Radio Station License and current versions of the Flight Manual, Weight and Balance Report and Cruise Control Manual (if applicable) will be required for the fight.

9. REGISTER OF AIRCRAFT MORTGAGES

The Civil Aviation Act CAP 288A makes provision for registration of aircraft mortgages and any queries may be directed to this office.

PEOPLE'S REPUBLIC OF BANGLADESH - SPECIAL REQUIREMENTS

(Revised - September 8, 1996)

1. INTRODUCTION.

1.1 To be eligible for certification by the Civil Aviation Authority of Bangladesh (CAAB), all Class I, II, and III products should be issued Export Certificate of Airworthiness or Export Airworthiness Approvals in accordance with the provisions of [[Title 14 of the Code of Federal Regulations (14 CFR) part 21, (Subpart L)]].

2. DOCUMENTS AND ADDITIONAL REQUIREMENTS.

2.1 One copy each of the following Certificates/Records/ Documents/Manuals shall be furnished by the Manufacturer to the CAAB. The importer shall provide written confirmation from the relevant manufacturers that amendments, revision and new issues of Service Bulletins and other documents will be supplied to the CAAB free of cost as soon as they are issued.

2.2 CERTIFICATES AND RECORDS FOR NEW AIRCRAFT.

* **(a)** Type Certificate.

* **(b)** Type Certificate Data Sheet.

* **(c)** Certification Compliance Record Book.

(d) Noise certificate.

(e) Supplemental Type Certificate (if any).

(f) Complete list of Service Bulletins incorporated in the production version of the aircraft.

(g) List of Customer requested modifications incorporated.

(h) Aircraft, Engine, Propeller, and APU logbook with total time in service or certified computerized record.

(i) Concessions or deviation from Design Standard (if any) and acceptance by the Purchaser/Operator.

(j) Flight Data Recorder calibration certificate (in case of DFDR, the algorithms used to convert recorded bits into engineering units be provided).

(k) Cockpit Voice Recorder replay quality report.

(l) List of all service bulletins incorporated on the aircraft, engine, propeller, and appliances as applicable.

(m) Compliance status of all one time Airworthiness Directives (AD), AD amendment number, date or time of compliance, as applicable.

(n) Compliance status of all recurrent AD's stating the time or date of compliance and next due time or date when compliance with the AD is required.

(o) List of all non applicable AD's with brief reason for non-applicability.

(p) A copy of the current major alteration to each airframe, engine, propeller, rotor and appliances as applicable (if any).

(q) Time/Life limitation of the aircraft structure (if any).

(r) List of all controlled components and assemblies installed on the aircraft and/or engine, by part number, serial number and position regardless of whether they are monitored on Hard Time (HT), On Condition (OC), or Condition Monitored (CM) basis.

(s) List of life limited (retirement) components, whose life limitations are governed by the aircraft Type Certificate and Maintenance Review Board (MRB) report, i.e., landing gears, engine discs, etc.

(t) Equipment list and Weight and Balance reports.

(u) Flight Test Report.

(v) List of all deferred defects/maintenance (if any), at the time of issue of the Export Certificate of Airworthiness which will require maintenance actions subject to acceptance by the Purchaser/Operator.

2.3 DOCUMENTS AND MANUALS FOR NEW AIRCRAFT.

* **(a)** Maintenance Review Board Report.

* **(b)** Aircraft Maintenance Planning Document or Recommended Maintenance Schedule/Program.

* **(c)** Maintenance Manual.

* **(d)** Flight Manual.

* **(e)** Flight Crew Operating Manual.

* **(f)** Master Minimum Equipment List.

* **(g)** MEL Dispatch Procedures (Operations & Maintenance).

* **(h)** Aircraft Service Bulletins.

* **(i)** Engine Service Bulletins.

* **(j)** Propeller Service Bulletins.

2.4 Items marked with an asterisk (*) in sub-paragraph 2.2 and 2.3 are required only for the first aircraft of the type on Bangladesh Register of civil aircraft.

2.5 USED AIRCRAFT.

In addition to the documents/records referred in the sub-paragraph 2.2 and 2.3, the followings are also required for used aircraft from the Vendor/Seller. If the records are maintained on computer or Automatic Data Process (ADP), then the current ADP or computerized print-outs shall be signed, dated and attested by an authorized person(s) on behalf of the company as to its accuracy.

(a) A complete history of the aircraft, engine, components, and equipment including:

(i) The number of the landings and pressurization cycles where the aircraft is subject to mandatory life limitations.

(ii) The maintenance program to which the aircraft have previously been maintained and copy of the approval document issued by the FAA.

(b) The flight time, since new, of any components of the aircraft, engines, or equipment which are subject to mandatory life limitations.

(c) The flight time, since new or overhaul, as appropriate of any components of the aircraft, engines, or equipment which are subject to an approved overhaul period.

(d) Details of all changes of major structural components such as wings, tailplanes, helicopter rotor, or transmission components and histories of the replaced components.

(e) Details of major structural repairs including the nature of damage in each case (if any).

(f) List of modification performed since the original aircraft delivery, which deviate from the certified configuration and still existent on the aircraft (if any).

(g) List of Service Bulletins incorporated into the aircraft and/or engines.

(h) Records of Compass Swing.

(i) MEL for the aircraft including [[Dispatch]] Procedure.

3. RECENCY OF CERTIFICATE FOR COMPLETE AIRCRAFT (NEW OR USED).

3.1 Export Certificate of Airworthiness (FAA Form 8130-4) for complete aircraft (new/used) should have been issued within 30 (Thirty) days prior to the date of arrival of the aircraft in Bangladesh and also not more than 50 (Fifty) flight hours since issuance of the Export Certificate of Airworthiness.

4. CERTIFICATION REQUIREMENTS FOR AIRCRAFT AND PARTS.

4.1 CLASS I PRODUCTS (AIRCRAFT/ENGINE/PROPELLERS).

Export Certificate of Airworthiness as per 14 CFR part 21, (Subpart L).

4.2 CLASS II AND CLASS III PRODUCTS (AIRCRAFT PARTS, AIRCRAFT ENGINE PARTS, PROPELLER PARTS, COMPONENTS, OR APPLIANCE).

Airworthiness Approval Tag, (FAA Form 8130-3).

5. CORRESPONDENCE.

5.1 All correspondence regarding Registration and Certification of civil aircraft should be addressed to:

CIVIL AVIATION AUTHORITY OF BANGLADESH
AIRWORTHINESS & ENGINEERING LICENSING DIVISION
CAAB HQRS
ZIA INTERNATIONAL AIRPORT
DHAKA-1229
BANGLADESH

FAX: 880-2-893322
TLX: 632210 CCAAB BJ
AFTN: VGHQYAYL
TEL: 880-2-894268

STATE OF BAHRAIN - SPECIAL REQUIREMENTS

(New - October 12, 1996)

SECTION 1. GENERAL

1.1 This document specifies the special requirements and conditions to be satisfied for the certification and use in the State of Bahrain of aeronautical products of United States origin imported from the United States.

1.2 All correspondence regarding registration and licensing should be addressed to:

Civil Aviation Affairs
Air Transport Directorate
Aircraft Registration & Licensing
Ministry of Transportation
Bahrain International Airport
P.O. Box 586
STATE OF BAHRAIN

SECTION 2. ADMINISTRATION AND PROCEDURES.

2.1 For all Class I, II, and III aeronautical products to be eligible for export to Bahrain, the provisions as prescribed in [[Title 14 of the Code of Federal Regulations (14 CFR) part 21, (Subpart L)]] must be complied with, as applicable.

SECTION 3. ADDITIONAL REQUIREMENTS.

3.1 The following identifies those additional requirements which must be satisfied at the time of export for a particular product to be eligible for Bahrain registration and certification.

3.2 All Aircraft.

3.2.1 Statement of Build Standard.

This statement to include the aircraft specification and a list of Survive Bulletins incorporated in production. The list of Service Bulletin incorporation is to identify:

(i) Production versions of Service Bulletins.

(ii) Service Bulletins.

(iii) Alert Service Bulletins.

3.2.2 Modification Standard.

This must include:

(i) Customer options and equipment incorporated, including items of equipment not necessarily installed by the manufacturer of the aircraft.

(ii) Service Bulletins compliance.

3.2.3 Copy of the production flight test report.

3.2.4 Export Certificate of Airworthiness (FAA Form 8130-4).

* **3.2.5** A copy of the aircraft Type Certificate Data Sheet.

3.2.6 Details of any alterations which may have been embodied under Supplemental Type Certificate (STC) procedures.

3.2.7 A declaration of compliance with all Airworthiness Directives issued by the FAA must be provided.

3.2.8 A list of defects to be rectified, if any.

3.2.9 Airframe/Engine/Propeller/Auxiliary Power Unit log books.

*** **3.2.10** Seating Configuration approval document, where appropriate.

*** **3.2.11** Maintenance Review Board program, where applicable.

3.2.12 Time/Life Limitations.

* **3.2.13** Electrical Load Analysis.

* **3.2.14** Wiring diagram.

3.2.15 Weight schedule and weighing report.

3.2.16 Manuals (one copy of each).

* **(i)** Flight Manual or Pilot's Operating Handbook.

* **(ii)** Maintenance.

* **(iii)** Operations.

* **(iv)** Weight and Balance Loading Procedures.

* **(v)** Structural planning guide.

* **(vi)** Maintenance planning guide.

* **(vii)** Set of Service Bulletins and Service Letters or equivalent documents.

* **(viii)** Record of compass system and magnetic compass swings

* **(ix)** Record of rigging checks.

* **(x)** Noise Certificate.

* **(xi)** Detailed list of radio equipment.

** **(xii)** Minimum Equipment List.

3.3 Used Aircraft.

In addition to the information referred to in this Section 3, paragraph 3.2, the following is also required for used aircraft.

* **3.3.1** The maintenance program to which these aircraft have previously been maintained including:

(i) Previous check cycle.

(ii) Future check cycle.

** **3.3.2** Component overhaul life summary, including life remaining and modification standards.

** **3.3.3** Compliance with structural inspection program.

NOTES:

* Required only with first aircraft of a particular type and model exported to Bahrain.

** Normally only required for aircraft over 2730 Kg (6000 lb.) in Transport Category.

*** Both of the foregoing apply.

3.4 Aircraft Parts.

3.4.1 Airworthiness Approval Tag (FAA Form 8130-3).

3.4.2 Compliance with [[14 CFR part 21, (Subpart L)]].

3.5 Engines (including APUs), Engine Modules and Propellers.

3.5.1 Export Certificate of Airworthiness (FAA Form 8130-4).

3.5.2 Compliance with [[14 CFR part 21, (Subpart L)]].

3.5.3 Statement of Service Bulletins complied with.

3.6 Engine/Propeller Parts.

3.6.1 Airworthiness Approval Tag (FAA Form 8130-3).

3.6.2 Compliance with [[14 CFR part 21, (Subpart L)]].

3.7 Appliances (including Radios).

3.7.1 Airworthiness Approval Tag (FAA Form 8130-3).

3.7.2 Compliance with [[14 CFR part 21, (Subpart L)]].

3.8 Components.

3.8.1 Airworthiness Approval Tag (FAA Form 8130-3).

3.8.2 Compliance with [[14 CFR part 21, (Subpart L)]].

3.8.3 Statement of Service Bulletin Compliance Standard.

3.9 In addition to the foregoing requirements, for Class III products as defined in [[Subpart L of 14 CFR part 21]]:

3.9.1 Airworthiness Approval Tag (FAA Form 8130-3), or

3.9.2 A certification by the manufacturer of the product concerned was manufactured under Production Certificate granted under [[Subpart L of 14 CFR part 21]], a Parts Manufacturing Approval granted under [[Subpart K of 14 CFR part 21]], or Technical Standing Order authorization granted under [[Subpart O of 14 CFR part 21]] as appropriate.

RUSSIAN FEDERATION - SPECIAL REQUIRMENTS

(Revised - September 2, 1998)

1. INTRODUCTION.

This document prescribes special requirements for airworthiness acceptance of aeronautical products imported to Russia from the United States of America, which are based on the Agreement for Promotion of Aviation Safety signed between the Government of the [[United States of America]] (USA) and the Government of [[the]]Russian Federation on September 02, 1998.

2. RUSSIAN AIRWORTHINESS AUTHORITIES.

Flight safety in civil aviation in the Russian Federation is supervised by [[the]] following organizations:

2.1. The Aviation Register of the Interstate Aviation Committee (IAC AR) is responsible for Type Design approvals, initial airworthiness certification of produced aircraft examples, production certification and for all issues related to production surveillance and continued airworthiness of aircraft type design.

2.2. The Federal Aviation Authority of Russia (FAAR) is responsible for issues related to continuing in-service airworthiness of aircraft operated in the Russian Federation.

IAC AR Address
Aviation Register
Interstate Aviation Committee
7, Krjjijanovsky st. bld 1
Moscow 117875
Russia
Tel. (7 095) 129-6155
Fax (7 095) 125-5195

FAAR Address
Federal Aviation Authority of Russia
37, Leningradsky prosp. A-167
Moscow 125863
Russia
Tel. (7 095) 155-5204
Fax (7 095) 155-5535

3. DESIGN APPROVAL PROCEDURES FOR RUSSIAN TYPE CERTIFICATES.

3.1. Application for Russian Type Certificate.

3.1.1. An application for Russian Type Certificate, in accordance with Russian Regulation AP 21, paragraph 4.7.4, from and applicant in the USA, should be sent to the geographically responsible FAA Aircraft Certification Office (ACO) which will forward the application with FAA cover letter to the IAC AR.

3.1.2. The ACO should ensure the application has the following information:

3.1.2.1. An FAA statement that the applicant is a holder/applicant for a U.S. type certificate for the product for which the IAC AR certification is requested.

3.1.2.2. If the applicant already holds a U.S. type certificate, then the following documents should be submitted in the application package:

- a copy of the FAA type certificate;

- a copy of the type certificate data sheet (includes the FAA certification basis);

- copies of special conditions, equivalent level of safety findings and exemptions;

- the FAA - approved Aircraft Flight Manual;

- a product description (e.g. detailed specifications, including any novel or unusual design features);

- procedures required for safe operation of the aircraft (e.g. Instructions for Continued Airworthiness).

3.1.2.3. If the applicant does not yet hold a U.S. Type certificate for the product model, the application should include:

- a definition of the national airworthiness and environmental standards upon which the FAA design approval is to be based, and the Russian airworthiness and environmental standards the FAA believes to be satisfied by its own standards;

- a description of any novel or unusual design features known to the applicant or the FAA at the time of application which might necessitate issuance of IAC AR special technical conditions under AP 21, paragraph 3.4, or which might require a special review or acceptable means of compliance;

3.1.2.4. A planning date for IAC AR type certification;

3.1.2.5. Any information available on Russian market potential, including particular customers.

3.2. Familiarization Meeting.

3.2.1. AR will notify the geographically responsible FAA ACO in writing at least 45 days prior to any familiarization meeting. As part [[of]] its notification the AR will identify any special requirements related to the specific aeronautical product which must be addressed by FAA and the U.S. applicant, e.g. certification review items. The FAA ACO will acknowledge AR's notification and advise AR whether it is able to support an AR validation team during the requested period.

3.2.2. The FAA will arrange this familiarization meeting between the FAA, AR and the applicant to discuss the validation program, the domestic U.S. certification basis, and any novel or unusual feature of the product.

3.2.3. At this meeting the AR will work to establish the Russian type certification basis and the means of compliance for the product under application by determining the Russian airworthiness and environmental standards that would be applied to a similar product if it were to be produced in the Russian Federation.

3.2.4. As part of the familiarization meeting, the AR will require the applicant to provide information about it's production facility. The AR may visit the applicant's production facility if deemed necessary.

3.3. Establishment of Russian Certification Basis.

3.3.1. The AR will establish the Russian type certification basis to ensure that the highest practicable degree of safety in the public interest is achieved by the product being certificated at any given time. The AR will establish the Russian type certification basis in accordance with AP 21 paragraph 3.6, 4.7, utilizing the applicable airworthiness and environmental standards which are set out

in Russian Aviation Regulations 21, 23, 25, 29, 33, ICAO Annex 16 Volume 1 (or AP 34), 35 and 36 respectively. The AR will start with the applicable airworthiness standards in effect at the time the application was made to the FAA for a domestic TC. In order to establish the highest practicable level of safety for the product, the AR will assess the service history of that product, product of similar type, and current airworthiness standards. Regulatory and design changes that have occurred since the date of application will be considered when establishing the Russian certification basis.

3.3.2. In some instances to provide the safety level required, the AR may impose additional requirements based n regulatory differences between the U.S. and Russian airworthiness standards and aircraft service experience in the Russian Federation.

3.3.3. The AR will review any novel and unusual design features for development of special conditions. The AR will work closely with the FAA in the development of special conditions and exemptions providing both the FAA and the applicant the opportunity to coordinated on the proposed special conditions. Such coordination will allow the AR to benefit from the technical expertise of the FAA and, if requested by the AR, the FAA is in a position to make a proper finding of compliance.

3.3.4. The regulatory basis for compliance to environmental requirements (ICAO Annex 16, Volume 1 (or AP 34)) and AP 36 is the effective amendment on the data of AR certification. An applicant for a TC must show that the aircraft meets the applicable airworthiness standards, special conditions, fuel venting and exhaust emission standards of ICAO Annex 16, Volume 1 (or AP 34) and the noise standards of AP 36.

3.4. Agreement of Certification Criteria.

The FAA should review the AR's proposed Russian type certification basis and notify the AR of the proposed means of compliance. If the FAA chooses to use its domestic airworthiness and environmental standards, the AR will start the process of developing additional technical conditions such that the Russian type certification basis can be met. The AR will coordinate with the FAA in the development of additional technical conditions to allow the AR to benefit from the technical expertise of the FAA and, if requested by the AR, the FAA is in position to make a proper determination of compliance.

3.5. Environmental Testing and Approval Procedures.

The AR will make findings of compliance to the environmental requirements based upon the FAA witnessed tests, conducted in accordance with 14 CFR Part 34 and 36 and with FAA approved test plans, and based upon FAA review and approval of all data and compliance demonstration reports. The applicant will submit any requested compliance records to the AR via the FAA.

3.6. Data Submittal and Design Review.

In order to find compliance with additional technical conditions, special conditions, or equivalent levels of safety, the AR may make requests for data in writing to the FAA. The FAA, in responding to such request, should verify that the data provided has been reviewed and, if required, approved by the FAA.

3.7. Issuance of Type Certificate.

The AR upon completion of the certification programs receipt and review of the documents submitted via the FAA as well as upon review of the FAA certifying statement, will prepare the TC and TC Data Sheet and forward them to the FAA for transmittal to the applicant.

4. ISSUANCE OF AN IAC AR APPROVAL FOR CLASS II AND CLASS III PRODUCTS.

4.1. Form of Approvals.

4.1.1. Appliances to be imported into Russia separately and considered as Class II or Class III products should be AR approved. This requirements does not cover to standards Appliances (i.e. manufactured in accordance with international or state, industrial or military standards accepted by the FAA) and spare parts of aircraft certificated as well. Upon the IAC AR decision Appliances may not require IAC AR approval if it is provided with export airworthiness tag in accordance with paragraphs 21.331 and 21.333 of FAR Part 21.

4.1.2. The IAC AR approval may be in the forms of Appliance Type Design Approval, or Approval Letter. The approval of the Appliance Type Design by the FAA in accordance with the USA regulation[[s]] and procedures, as accepted by the IAC AR, is the prerequisite for the IAC AR approval.

4.1.3. The Appliance Type Design Approval shall certify that a given Appliance type is approved for installation on aircraft and its characteristics meet the requirements of the IAC AR approved Appliance Qualification Basis.

4.1.4. The IAC AR Approval Letter shall be issued for Appliance intended for a particular type of aircraft. In this instance the Appliance shall be approved as a part of the aircraft type design.

4.2. Obtaining the Appliance Type Design Approval.

4.2.1. The Appliance Developer will submit to the IAC AR an application for the Appliance Type Design Approval. The Application letter shall be mailed through and endorsed by the geographically responsible FAA ACO.

4.2.2. The following documents shall support an application:

- documentation sufficient for the IAC AR to define the Appliance type design (the appliance Specification, drawings and description, installation, operation and maintenance manuals),

- a table containing the data on level of environmental effects (as per DO-160) for which the Appliance has been tested and the level of software criticality (as per DO-178),

- the copy of the FAA Approval.

4.2.3. The IAC AR will notify the Appliance Developer and the FAA of accepting an application, request, if necessary, additional data, draw up the Qualification Basis and inform the Developer on any additional activities and conditions necessary to make [[a]] decision on the issuance of an Approval. If needed, the IAC AR will request a visit to the Appliance Developer facility to conduct additional testing, analyze technical documentation and evaluate manufacturing processes.

4.2.4. After reviewing the Appliance Developer's documentation supporting the application as well as additional documentation submitted by the Appliance Developer to demonstrate the Appliance compliance with the Qualification Basis requirements the IAC AR will [[make]] a decision concerning the issuance of the Appliance Type Design Approval.

4.3. Obtaining the Approval Letter.

4.3.1. The Aircraft Developer shall submit to the IAC AR an application for the Approval Letter. The following documents shall support the application:

- documentation sufficient for the IAC AR to define the Appliance type design (the Appliance Specification, drawings and description, installation, operation and maintenance manuals).

- a table containing the data on level of environmental effects (as per DO-160) for which the Appliance has been tested and the level of software criticality (as per DO-178),

- the copy of FAA Approval,

Standards, compliance with which shall be established by the IAC AR. The standards shall be formulated as additional technical requirements from aircraft Developer.

- List of the aircraft certification basis issues compliance with which shall be defined after Appliance is installed.

4.3.2. The IAC AR shall review the Application and notify the Applicant about any additional activities and conditions needed to commence ground and/or flight tests of aircraft.

4.3.3. If the results of the above mentioned works and tests are favorable the IAC AR will draw up the Approval Letter which is to be sent to the aircraft Developer and to Appliance Developer and also will notify the FAA about Approval Letter issuance.

5. EXPORT AIRWORTHINESS REQUIREMENTS.

5.1. Complete New Aircraft, Aircraft Engines, and Propellers.

5.1.1. The AR shall accept FAA Export Certificates of Airworthiness only when the FAA certifies that each aircraft, aircraft engine or propeller:

- conforms to a type design approved by the AR as specified in the AR's type certificate data sheet,

- is in a condition for safe operation, including compliance with applicable AR airworthiness directives, and

- meets any additional requirements or the AR, as notified.

5.1.2. All aircraft, aircraft engines, and propellers exported to the Russian Federation with the FAA airworthiness approval will have an FAA Form 8130-4, Export Certificate of Airworthiness, issued in accordance with the requirements of 14 CFR Part 21, Subpart L.

5.1.3. For aircraft, the FAA Export Certificate of Airworthiness should contain an additional note such as: "The aircraft covered by this certificate conforms to the AR approved Type Certificate Number (INSERT TYPE CERTIFICATE NUMBER, REVISION LEVEL, AND DATE), and is found to be in a condition for safe operation." The note should also include a statement about conformity to all additional requirements of the AR, if any.

5.2. Used aircraft for which there has been a design approval granted by AR.

5.2.1. The AR/FAAR shall accept used aircraft for import into the Russian Federation for airworthiness certification when the FAA certifies, by the [[issuance]] of an Export Certificate of Airworthiness, that:

- the used aircraft has been found to conform to the AR - approved type design as specified in the AR's type certificate data sheet;

- the used aircraft has complied with all applicable Airworthiness Directives issued by the AR;

- the used aircraft has been properly maintained and operated using approved procedures and methods acceptable to the AR/FAAR during its service life (evidenced by logbooks and maintenance records);

- the used aircraft meets all additional requirements of the AR, as notified; and,

- the used aircraft is in a condition for safe operation.

5.2.2. Inspection and maintenance records are important documents for use by AR/FAAR in determining the airworthiness of used aircraft. These may be requested by the AR/FAAR and include, but are not limited to; the original or certified true copy of the Export Certificate of Airworthiness issued by the FAA; verifying records which insure that any overhauls, modifications/alterations, and repairs were accomplished in accordance with approved data; and maintenance records log entries which substantiate that the used aircraft has been properly maintained throughout its service life to the requirements of an approved maintenance program.

5.3. Requirements for Class II and Class III Appliances.

5.3.1. Each appliance installed on prototype aircraft (except standard parts approved in accordance with MIL and industry standards) must have a certificate from the FAA stating that the appliance conforms to the requirements of Russian manufacturer's type design in order for it's ground [[and or]] flight tests to be carried out. The certificate of conformity of the appliance should be certified on an Airworthiness Approval Tag - FAA Form 8130-3. The conformity of TSO appliances is confirmed by issuance [[of an]] Export Airworthiness Certificate.

5.3.2. Each appliance installed on a serial production aircraft must have either FAA Form 8130-3 for identification purpose only or certificate of conformity of Appliance manufacturer.

6. ADDITIONAL REQUIREMENTS FOR TYPE CERTIFICATION.

6.1. General

Before granting an AR type certificate the AR may impose additional requirements due to possible differences between the certification basis of an aircraft as specified in Paragraph 3.3 and airworthiness to which [[it]] has been FAA type certificated.

6.2. Identification and Marking.

6.2.1. Aircraft, engines, and propellers must be identified in a manner outlined in 14 CFR Part 45, Section 45.11.

6.2.2. Essential components of a product must be identified with a part number (or equivalent) and serial number (or equivalent).

6.2.3. Appliance and articles of a design approved by the FAA must be marked in accordance with the requirements outlined in 14 CFR Part 21, Subpart O and all additional marking requirements specified in the particular TSO. Approved deviations shall be marked by the holder of the TSO design approval on the TSO appliance and noted in attached limitations.

6.2.4. Parts to be used as replacement or modification parts must be identified by a part number, serial number if applicable, and the manufacturer's name or trade mark. In addition, information concerning the model designation of the type certificated product for which the [[parts]] are eligible for installation must be furnished with the part.

6.3. Noise.

An aircraft may be AR type certificated provided that noise measurements at ground levels are in compliance with requirements of ICAO Annex 16 (14 CFAR Part36).

6.4. Language.

Aircraft documentation such as Flight Manual, Maintenance Manual, Maintenance Planning Document shall be in the English language [[unless stated otherwise]] in the Continued Airworthiness Agreement between Federal Aviation Service of Russia and State of Registration Authorities. If the Agreement states that the aircraft documentation must be in the Russian language this documentation [[translation]] must be approved by the IAC AR.

6.5. Flight Data Recorder.

An aircraft intended to be used in commercial flights must be equipped with a Flight Data Recorder. The list of parameters registered must be approved by the AIC AR.

6.6. Metric Instrumentation.

Each aircraft must be equipped [[with metric altimeter or a conversion table (meter-feet) must be installed in the crew cabin in a place visible to both pilots]].

6.7. Instruction for Continued Airworthiness.

Each aircraft, engine and propeller must be accompanied by instruction of continued airworthiness or maintenance manual having airworthiness limitation section.

6.8. Maintenance records.

Each aircraft, engine and propeller, rotor or appliance, must be accompanied by maintenance records equivalent to those specified in 14 CFR Part 91, Section 91.417, that reflect the status of required inspections, life limits, etc.

COMMONWEALTH OF INDEPENDENT STATES - SPECIAL REQUIREMENTS

(Revised September 2, 1998)

1. GENERAL

1.1 This document prescribes basic requirements of the Aviation Register (AR) of the Interstate Aviation Committee, to aviation products imported from the U.S.A. into the following countries-signatories of the Minsk Agreement on civil aviation and use of aerospace (Republic of Azerbaydzhan, Republic of Armenia, Republic of Belarus, Republic of Georgia, Republic of Kazakhstan, Republic of Kirghizstan, Republic of Moldova, Republic of Tadzhikistan, Turkmenistan, Republic of Uzbekistan, Ukraine) hereinafter referred to as "the Minsk Agreement." Interpretation of these requirements and the right for their possible expansion lies within the authority of the AR.

1.2 Aircraft and other Class I products (see Subpart L of FAR Part 21) claimed for an AR type certificate should:

- comply with requirements of [[Title 14 of the U.S. Code of Federal Regulations (14 CFR)]] part 21, subpart L;

- follow the procedures and meet the requirements of paragraph 2 of this document.

1.3 Class II and III products claimed for export to the Minsk Agreement member-states should:

- comply with the applicable provision of FAR Part 21, Subpart L;

- follow the procedures and the requirements of paragraph 3 of this document.

1.4 Procedures for receiving approval to export to the Minsk Agreement member-states of Class II and III products of U.S. manufacture with no FAA approval are prescribed by a special FAA-AR agreement.

2. ISSUANCE OF AN AR TYPE CERTIFICATE.

2.1 The following procedure for receiving AR type certificate is prescribed for Class I products:

2.1.1 an applicant for receiving an AR type certificate shall be a manufacturer of the product or a holder of a U.S. type certificate.

2.1.2 An application letter for an AR type certificate or supplemental type certificate shall be submitted via relevant FAA office and addressed to: 7, Krzhizhanovsky, bld 1, Moscow, 117875, Russia.

2.1.3 The AR notifies the applicant and FAA of receiving the application and defines:

- the certification basis;

- data required in addition to the documents specified in paragraph 2.3, and coordination with the applicant.

- time and place of work of AR experts in corresponding FAA office or manufacturer's facility.

- time and place of conducting certification checks and flight tests.

2.2 Certification basis.

2.2.1 The basis for AR type certification of an aircraft, engine, propeller, as a rule, are applicable Airworthiness Standards (Aviation Regulations) effective in the Minsk Agreement member-states.

2.2.2 For products out of production, the rules applied may be such airworthiness requirements which the AR deem necessary in each individual case.

2.2.3 In some instances to provide the safety level required, the AR may impose additional requirements based on comparison analysis of the standards (Regulations) and aircraft service experience in the Minsk Agreement member-states.

2.3 Documentation required for receiving a type certificate.

2.3.1 For receiving an AR type certificate the following documents are to be submitted:

- a FAA type certificate;
- a type certificate data sheet;
- the FAA-approved Airplane Flight Manual;
- an aircraft description (e.g. detailed specifications);
- a list of documents that had been submitted for FAA certification;
- documents required for aircraft safe operation procedures.

2.3.2 All documents shall be accepted in the Russian or English languages, either as originals or their certified copies.

3. ISSUANCE OF AN AR APPROVAL FOR CLASS II AND CLASS III PRODUCTS.

3.1 Aircraft (engine) equipment that significantly affect airworthiness and safety of passengers and flight crew (e.g. flight-navigation and emergency rescue equipment) to be imported into the Minsk Agreement member-states separately and considered as Class II products, should be AR approved. This requirement does not cover spare parts of airplanes certificated.

An example list of such equipment may be sent by the AR upon request.

3.2 The AR approval covers the equipment specified in 3.1 when it is supplied:

3.2.1 for installation on aircraft undergoing AR certificated;

3.2.2 for installation on aircraft having been AR type certificated;

3.2.3 to be sold in the Minsk Agreement member-states for subsequent use in CIS civil aviation.

3.3 The AR approval of equipment imported for the purposes, specified in 3.2.1 and 3.2.2, may be granted provided that it was approved by the FAA by issuance of a TSO approval as required in [[14 CFR,]] part 21 subpart O or by any other procedure FAA-approved.

3.4 For receiving an AR approval of equipment imported for purposes specified in 3.2.3, relevant application shall be submitted to the AR.

3.4.1 Application for an AR approval should be made by a letter via an appropriate FAA office. The application for an AR approval of Class II equipment should be made by its manufacturer.

3.4.2 The AR shall acknowledge receipt of application and inform the applicant of any additional requirements, if these are deemed necessary to ensure an acceptable level of safety. If this may be required the AR shall advise the applicant of the desirable time and place for visiting manufacturing facilities.

3.4.3 The applicant shall provide the following documentation:

- a statement of compliance, submitted by manufacturer to the FAA;
- an FAA letter of design approval or an FAA letter of approval;
- information (description, drawings, etc.) which may be considered adequate for the AR to make a decision as to whether to impose any additional requirements;
- flight and maintenance manuals and documentation required for safe operation and continued airworthiness of equipment.

3.5 Class II equipment, except as specified in 3.1, and Class III equipment may not require AR approval if it is provided with export airworthiness tags in accordance with paragraphs 21.331 and 21.333 of FAR Part 21.

4. SUPPLEMENTS TO A TYPE CERTIFICATE.

4.1 Any major modification of product having been AR type certificated should be AR approved in accordance with the procedures specified in paragraph 2 of this document. “Major modifications” are defined in FAR Part 21, paragraph 21.93 (a) and (b).

5. ADDITIONAL REQUIREMENTS FOR TYPE CERTIFICATION.

5.1 An aircraft may be AR type certificated provided it’s noise measurements at ground levels are in compliance with requirements of ICAO Annex 16 (FAR 36).

5.2 Before granting an AR type certificate, the AR may impose additional requirements due to possible differences between the certification basis of an aircraft as specified in Paragraph 2.2.1 and airworthiness to which it has been FAA type certificated. These additional requirements may be imposed because of:

- design features which were not specifically covered by requirements in the certification basis;
- use of metric system of measurements in the Minsk Agreement member-states;
- specifics of the CIS vertical separation system;
- differences in air traffic organization and air routes equipment requirements.

5.3 A list of additional requirements shall be included in AR's notification receipt of application.

REPUBLIC OF CHILE - SPECIAL REQUIREMENTS

(New - November 10, 1998)

1. INTRODUCTION

This document prescribes the special requirements and procedures that applicants from the USA must comply [[with]] if [[they]] intend to export aeronautical Class I, II and III products from the United States of America to the Republic of Chile. Since Chile and the United States of America have no bilateral agreement for the reciprocal acceptance of aeronautical products, Chile reserves its right to accept the importation of aeronautical products only after reviewing its type design to establish they are in accord with Chilean national standards.

2. CHILEAN AIRWORTHINESS AUTHORITY

2.1. The responsibility for controlling flight safety of civil aviation in Chile is a task of the DIRECCION GENERAL DE AERONAUTICA CIVIL (DGAC.). The address is:

DIRECCCION GENERAL DE AERONAUTICA CIVIL
MIGUEL CLARO 1314, PROVIDENCIA
SANTIAGO, CHILE

TELEPHONE: (562) 204 7676 - 204 7715
FAX: (562) 209 5000

2.2. The organization in the DGAC directly concerned with aeronautical products type and airworthiness certification, is the SUBDIRECCION DE INGENIERIA (SDI), its address is:

SUBDIRECCION DE INGENIERIA
COYANCURA 2283, OF 201, PROVIDENCIA
SANTIAGO, CHILE

TELEPHONE: (562) 4107 691 - 335 5686 - 335 5595
FAX: (562) 335 5710

3. DEFINITIONS

DGAC: **Dirección de Aeronáutica Civil**

SDI: Subdirección de Ingeniería of the DGAC

Class I Product: Means an aircraft, aircraft engine or propeller with a Type Certificate issued according to the applicable requirements of the Reglamento de Aeronavegabilidad DAR 08, and for which a Data Sheet or Specifications has been issued or which is identical to a product having a Type Certificate, already approved or validated by DGAC.

Class II Product: Is a major component of a Class I product (e.g. wing, fuselage, landing gear, helicopter power drive, etc.) whose failure could endanger the safety of a Class I Product, or a part, material or accessory approved and manufactured under a Technical Standard Order Series C, according to the FAA definition.

Class III Product: Part or component that is not a Class I or II product. It includes standard parts such as AN, NAS, and SAE parts.

Type Design: Drawings and specifications of an aeronautical product and a listing of the defining configuration and design characteristics of the product and showing compliance with applicable specifications and airworthiness requirements.

4. CHILEAN AIRWORTHINESS REQUIREMENTS

Chilean requirements for the design, manufacturing and airworthiness certification of aeronautical products are set forth in the Reglamento de Aeronavegabilidad, DAR 08. This document establishes the following airworthiness requirements as the Chilean national standards.

For sailplanes and powered sailplanes: Joint Airworthiness Requirements, JAR 22 "Airworthiness standards sailplanes and powered sailplanes" of the Joint Aviation Authorities (JAA) of the European Community.

For small airplanes: [[Title 14 of the Code of Federal Regulations (14 CFR) part 23]] "Airworthiness Standards: normal, utility, acrobatic and commuter Airplanes" of the Federal Aviation Administration (FAA).

For transport airplanes: [[14 CFR part 25]] "Airworthiness Standards: transport category airplanes".

For rotorcraft of normal category with maximum weights up to 2,700 kg (6,000lbs): [[14 CFR part 27]] "Airworthiness standards: Normal category rotorcraft".

For transport category rotorcraft: [[14 CFR part 29]] "Airworthiness standards: Transport category Rotorcraft".

For manned free balloons: [[14 CFR part 31]] "Airworthiness standards: Manned free balloons".

For aircraft engines: [[14 CFR part 33]] "Airworthiness standards: Aircraft engines.

For aircraft propellers: [[14 CFR part 35]] “Airworthiness standards: Propellers”.

Noise Requirements: An aircraft will be eligible for airworthiness certification in Chile if it meets the noise standards set forth in ICAO Annex 16.

5. GENERAL IMPORT REQUIREMENTS

5.1. Aircraft and other Class I products to be eligible for export to Chile must, in addition to the requirements prescribed in [[14 CFR part 21]], Subpart L, be of a type design approved by DGAC, be eligible for airworthiness certification in the United States and comply with the applicable requirements of paragraphs 6 to 10 of this document.

5.2. Class II and III products to be eligible for export to Chile must, in addition to the requirements prescribed in [[14 CFR part 21]], Subpart L, also comply with the applicable requirements of paragraphs 8 and 9.

6. ACCEPTANCE OF AIRCRAFT

When a new or used aircraft of a type and model already existing in the country is exported to Chile, the operator must apply to the SDI, for the first airworthiness certification, and comply with the following:

(a) Register the aircraft in the Chilean Registro Nacional de Aeronaves.

(b) The aircraft must have a Type Certificate issued by FAA, meeting the Chilean airworthiness requirements set forth in the Reglamento de Aeronavegabilidad DAR 08, (Paragraph 4), to the satisfaction of the DGAC.

(c) The aircraft must be exported with an Export Airworthiness Certificate (FAA Form 8130-4). This certificate must have been issued in the last 90 days prior to the date of submittal of the certification application. The Export Airworthiness Certificate shall specify that the aircraft complies with the [[14 CFR part applicable]] to the product and shall indicate the corresponding Type Certificate. The non-submittal of the Export Airworthiness Certificate implies that the aircraft in not airworthy and the most complete inspection considered in its approved maintenance program shall be carried out. All its life limited components must be replaced or overhauled. These works must be performed in a DGAC approved, appropriately rated and current repair station.

(d) Any FAA approved Supplemental Type Certificates (STC), applied to the aircraft must be listed on the Export Airworthiness Certificate. All supplements published for these STC's must be incorporated in the Aircraft Flight Manual.

(e) The special requirements set forth in paragraph 9.

7. ACCEPTANCE OF ENGINES AND PROPELLERS

To be exported and installed in an aircraft registered in Chile, an aeronautical product (other than an aircraft), must comply with the following:

(a) Have a Type Certificate issued by the FAA. The corresponding type design must comply with the Reglamento de Aeronavegabilidad DAR 08, (Paragraph 4), requirements to the satisfaction of the DGAC.

(b) It must be exported with an Export Airworthiness Certificate (FAA Form 8130-4). This certificate must have been issued in the last 90 days prior to the submittal of the certification application. The Export Airworthiness Certificate shall specify that the item complies with the [[14 CFR part applicable]] and shall indicate the corresponding Type Certificate. Any FAA approved Supplemental Certificates (STC), applied to the item listed on the Export Airworthiness Certificate.

(c) Used engines and propellers which are not being exported as part of a certificated aircraft must have been recently overhauled.

8. COMPONENTS, PARTS AND ACCESSORIES

8.1. Exported Class II and Class III products will be approved for installation in aircraft registered in Chile provided [[those products]] comply with the applicable provisions of [[14 CFR part 21, Subpart L]] and the Chilean airworthiness requirements set forth in the "Reglamento de Aeronavegabilidad" DAR 08 or [[14 CFR part 21]], and that they have been manufactured under an FAA approved production system:

The parts must be exported with the Export Airworthiness Approval Tag, (FAA Form 8130-3 "Airworthiness Approval Tag").

8.2. Class II and Class III products may be exported as spare parts for installation on aircraft of Chilean registry provided [[those products]] meet the former conditions and [[those products]] are new and manufactured under an approved production system or recently overhauled, according to the definition stated in "Reglamento de Aeronavegabilidad" DAR 08 or 14 CFR part 43. The parts must have the airworthiness approval tag for Export signed by the Aviation Authority and an approved FAA Repair Station with current authorization, according to the procedure set forth in [[14 CFR part 145]]. The DGAC reserves the right to accept the technical quality of the Repair Station and authorize the parts installation on a Chilean registered aircraft or aircraft component.

8.3. In the case of Class II and Class III products, the manufactures or exporters must indicate in the corresponding invoice or other document, that the product was manufactured under some of the following procedures established in [[14 CFR part 21]], stating the authorization, certificate or specification number:

(a) Production Certificate (PC).

(b) Approved Production Inspection System (APIS).

(c) Parts Manufacturer Approval (PMA).

(d) Technical Standard Order (TSO).

These parts must be imported with the historical records and the approval for return to service set forth in [[14 CFR]] part 43.

9. SPECIAL TRAINING REQUIREMENTS

9.1. Communications and Navigation Equipment

The aircraft must be equipped with the communication and navigation equipment set forth in DGAC Resolución E 1096 dated 28 Nov. 1990. The equipment must be approved by the FAA for aircraft usage.

9.2. Instruments

An aircraft will be eligible for airworthiness certification in Chile if it is equipped as set forth by DGAC Resolución E 1096 dated 28 Nov. 1990 which establishes the instrument and equipment requirements for Chilean registered aircraft. This equipment must be approved by the FAA for aircraft usage.

9.3. Markings and Signs

Required markings and [[placards]] in the cockpit, cargo compartment and exterior fuselage shall be either Spanish, English or bilingual (Spanish and English). Required markings and [[placards]] in the passenger cabin in transport category airplanes shall be in both Spanish and English languages. Identification plates must be in Spanish or English languages.

10. FIRST AIRCRAFT OF A GIVEN TYPE OR MODEL TO ENTER THE COUNTRY

10.1. General

Any aircraft of a new type and model to be registered in Chile, or an “N” registered aircraft that obtains DGAC approval to be used by a Chilean commercial operator under leasing or other arrangement, and also is the first of that type and model in the country, must get DGAC type design approval. The exporter or manufacturer shall present an application to the SDI and furnish all necessary engineering information and documentation to permit the DGAC to be acquainted with the type design.

DGAC will validate the existing type certificate, through a Certificate of Type Approval if it complies with the requirements of DAR 08 or will [[issue]] a Chilean Type Certificate if it needs to specify special conditions to the aircraft. Documentation may be in Spanish or English. The owner or manufacturer must present for analysis the following data:

10.2. Data and Documentation to Be Presented

(a) Type Certificate and corresponding Data Sheet.

(b) Statement by the FAA on the applicable certification rules, design criteria, text of special conditions, equivalent safety items and exemptions to the airworthiness or noise requirements, granted by the FAA.

(c) Three view drawing and general drawing of interior configuration.

(d) Drawings list.

(e) Aircraft equipment list.

(f) Master Minimum Equipment List.

(g) Compliance Check List, with the basis for certification, indicating for each item the compliance method with the certification standards, and the title or identification of the document, report, specification, drawing etc., documenting compliance.

(h) Information on basic loads or load hypothesis, showing the design loads, dimensions, materials, strength, and safety margins for all members of the primary airframe or a copy of the loads test where the type approval was issued on a test basis.

(i) Document describing the analysis and tests carried out to show suitability of the design with respect to the flutter requirements.

(j) List of reports, technical notes or reports submitted for the type certification.

(k) List of critical parts subject to fatigue and their service life, if this information in not included in any of the above documents.

(l) Electrical load analysis, specific for the operator configuration.

(m) Flight test report and the Type Inspection Report or equivalent document. The flight characteristics must be described suitably so as to calculate the aircraft performances within a reasonable range of weights, altitudes and atmospheric conditions. Operational limitations shall be stated.

(n) Report on production flight test, specific of the aircraft to be imported, if the aircraft is new.

(o) Modifications status with the list of deviations in relation to the original basic configuration and appropriate approval documentation.

(p) Drawing or list of markings and signs on the aircraft.

(q) Instructions for the continued airworthiness of the aircraft.

(r) The manufacturer must provide DGAC with a complete set of current aircraft and major components manuals. Including operation manual, maintenance, weight and balance, Non Destructive Inspection (NDI), wiring, overhaul and repair manuals, parts catalog, maintenance planning manual (MPD), service bulletins, etc..

(s) A copy of the Flight Manual and Operation Manual of the aircraft.

(t) Engine Type Certificate and corresponding Data Sheet.

(u) Instructions for the continued airworthiness of the engine and corresponding manuals, including a complete set of current engine and major components operation, maintenance, overhaul and repair manuals, parts catalog, service bulletins, etc.

(v) List of critical engine parts subject to fatigue and their service life, if this information is not included in any of the above documents.

(w) Propeller Type Certificate and corresponding Data Sheet.

(x) Instructions for the continued airworthiness of the propeller, including a complete set of current technical operation, maintenance, overhaul and repair manuals, parts catalog, service bulletins, etc..

(y) List of critical propeller parts subject to fatigue and their service life, if this information is not included in any of the above documents.

10.3. Additional Conditions

(a) Express commitment of the aircraft manufacturer to have SDI on its mailing list and provide on a permanent basis and at no cost to the DGAC, the manuals, documents and revisions to the above documentation, while the aircraft is registered in the Chilean Aircraft Registry.

(b) The DGAC may carry out an engineering review of the certification program at the manufacturer, or [[holder of the type certificate]] facilities. This revision will include meetings with the manufacturer and the FAA if necessary and may result in additional technical conditions to be carried out by the manufacturer.

(c) The DGAC may ask for additional inspections or data, including fight tests, if the aircraft has unusual characteristics, has undergone major alterations or in any special condition.

(d) Any additional information on requirements and procedures for exporting aeronautical products to Chile can obtained at the SDI.

MEXICO (ESTADOS UNIDOS MEXICANOS) - SPECIAL REQUIREMENTS

(New - January 4, 1999)

1. GENERAL.

1.1 Any aircraft to be eligible for issue of a certificate of airworthiness and registration issued by the Civil Aviation Authority of the Mexican Republic, Dirección General de Aeronáutica Civil, (DGAC), must qualify for certification in the United States of America in standard or restricted category, and an Export Certificate of Airworthiness, FAA Form 8130-4, must be issued in accordance with the provisions of [[Title 14 of the Code of Federal Regulations (14 CFR) part 21]], Subpart L of the United States Federal Aviation Regulations.

1.2 Class II and Class III products should be accompanied by documentation which confirms that the item is in accordance with the relevant section of [[14 CFR]] part 21 of the United States Federal Aviation Regulations. An Airworthiness Approval Tag, FAA Form 8130-3, is acceptable.

2. DOCUMENTS AND DATA REQUIRED.

2.1 The applicant must [[provide]] the following Certificates/Records/Documents/Manuals. DGAC may request one copy of [[each]].

2.2 All documentation, such as certificates, records, specifications and manuals, must be submitted in Spanish or English language.

2.3 CERTIFICATES AND RECORDS FOR EACH INDIVIDUAL AIRCRAFT.

For new aircraft, the following documents must be provided to the DGAC

(a) Export Certificate of Airworthiness, FAA Form 8130-4.

(b) Noise certificate.

(c) Supplemental Type Certificate incorporated on the aircraft, as applicable.

(d) Airplane Flight Manual, including pilot's checklist and Airplane Flight Manual supplement.

(e) Flight Crew Operating Manual as applicable.

(f) A list of modifications that have been incorporated during production for the airframe, engine(s), propeller(s), and the major equipment and components (such as APU), including customer requested modifications.

(g) Aircraft, engine, propeller, and APU log book with total time.

(h) Compliance status of all one time Airworthiness Directives (AD), including engine(s), propeller(s) and appliances as applicable, date or time of compliance, as applicable.

(i) Compliance status of all recurrent AD's, including engine(s), propeller(s) and appliances as applicable, stating the time or date of compliance and next due time or date when compliance with the AD is required.

(j) List of all non-applicable AD's, including engine(s), propeller(s) and appliances as applicable, with brief reason for non-applicability.

(k) List of all service bulletins incorporated on the aircraft, engine, and propeller as applicable, stating the times, hours, cycles and dates of compliance and next due.

(l) List of all controlled components and assemblies installed on the aircraft, engine(s) and propeller (as applicable), by part number, serial number and position regardless of whether they are monitored on Hard Time (HT), On Condition (OC), or Condition Monitored (CM) basis.

(m) Deviation from Design Standard (if any) and acceptance by the Purchaser/Operator.

(n) A list of the following equipment installed on the aircraft:

(i) Avionics (communication, navigation).

(ii) Flight instruments.

(iii) Emergency.

(iv) Survival.

(o) Weight and Balance reports.

(p) Flight Test Report [[(if applicable)]].

(q) List of all deferred defects/maintenance (if any), at the time of issue of the Export Certificate of Airworthiness which will require maintenance actions subject to acceptance by the purchaser/Operator.

2.4 DOCUMENTS AND MANUALS FOR EACH INDIVIDUAL NEW AIRCRAFT.

The following documents and data are required for new aircraft.

(a) A complete set of maintenance, overhaul manuals, and any other [[item]] prepared by the manufacturer to perform maintenance or overhaul to aircraft and components, as applicable, with amendment service for:

(i) Aircraft.

(ii) Engine(s).

(iii) Propeller(s) as appropriate.

(iv) Auxiliary Power Unit (APU).

(v) Any avionics equipment installed.

(vi) Non-destructive testing when applicable.

(vii) Special structural inspection program when applicable.

(b) MEL for the aircraft including Dispatch Procedures; if a Master Minimum Equipment list has been issued by the FAA.

2.5 USED AIRCRAFT.

2.5.1 In addition to the documents/records referred to in paragraphs 2.3 and 2.4, the following are also required for used aircraft from the purchaser.

(a) A complete history of the aircraft, engine, components, and equipment including:

(i) The number of landings and pressurization cycles where the aircraft is subject to mandatory life limitations.

(ii) The maintenance program to which the aircraft has previously been maintained and a copy of the approval document issued by the FAA.

(b) The flight time, since new, of any components of the aircraft engines, or equipment which are subject to mandatory life limitations.

(c) The flight time, since new or overhaul, as appropriate of any components of the aircraft engines, or equipment which are subject to an approved overhaul period.

(d) Details of all changes of major structural components such as wings, tailplanes, helicopter rotor, or transmission components and histories of the replaced components.

(e) Details of major structural repairs including the nature of damage in each case (if any).

(f) List of modification performed since the original aircraft delivery, which deviate from the certified configuration and still exist on the aircraft (if any).

(g) Status of compliance with all supplementary programs for aging aircraft, as applicable.

(h) Records of equipment subject to calibration, such as compass, ATC transponder, Pitot Static System, etc.

2.5.2 The information requested in paragraph 2.5.1 may be submitted in [[paper format]] and signed, as applicable, dated and attested to by authorized agency(ies) or person(s). If the records are maintained and submitted on computer or Automatic Data Process (ADP), then the current ADP or computerized print-outs shall be signed, dated and attested to by an authorized agency(ies) or person(s) on behalf of the company as to its accuracy.

2.6 AIRCRAFT FIRST OF THE TYPE EXPORTED TO MEXICO.

2.6.1 In order to guarantee the airworthiness of the aircraft, engine(s), propeller(s) and major components, for aircraft first of the type exported to Mexico, one copy each of the following manuals and documents must be furnished from the FAA or manufacturer to the DGAC. In the case of items mentioned in paragraph 2.4 (a), DGAC requires one copy of the aircraft maintenance manual, including the maintenance schedule. The importer shall provide written confirmation from the manufacturers that amendments, revisions and new issues of manuals and Service Bulletins will be supplied automatically to the DGAC free of cost as soon as they are issued.

2.6.2 In addition to the documents listed in paragraphs 2.3, 2.4, and 2.5, the following technical data are required.

(a) Type Certificate Data Sheets for the aircraft, engine(s), and propeller(s), as applicable.

(b) Certification Compliance Record Book.

(c) Maintenance Review Board Report, as applicable.

(d) Aircraft Maintenance Planning Document or Recommended Maintenance Schedule/Program.

(e) Master Minimum Equipment List, if it has been issued by the FAA.

(f) A full set of Service Bulletins, Letters and Modification Leaflets issued by the manufacturer(s) in respect to the airframe, engine(s), propeller(s), APU, and installed equipment.

(g) Three-view drawings of the major assemblies, installations and primary structure.

(h) A list of the necessary special tools and equipment (including a tolerance chart) essential to the inspection and servicing of the aircraft, engine(s), propeller(s), and associated equipment.

(i) A complete set of manuals [[as mentioned in paragraph 2.4 (a)]], for the engine(s) and propeller(s), if they are of a model exported to Mexico for the first time.

3. SPECIAL REQUIREMENTS.

3.1 Any aircraft, new or used, have to comply with the following requirements:

(a) The aircraft must have an identification plate in accordance with [[14 CFR part 21, section 21.182]], which shall meet the requirements of [[14 CFR]] part 45, subpart B.

(b) The markings and placards required for passenger instructions, emergencies, cargo and baggage compartment, in the aircraft exterior and any other indications [[guidance]] to be used by the ground support personnel, must be bilingual (Spanish and English).

(c) Maintenance requirements and logbooks. The appropriate logbooks for airframe, engines (s), propeller (s) and Auxiliary Power Unit, as appropriate, must be maintained, as specified in [[14 CFR]] section 91.417, for all aircraft to be registered in Mexico and all required inspections, service life limits, etc., must be recorded.

(d) The aircraft must comply with the noise standards of ICAO Annex 16. Subsonic jet airplanes have to comply with the noise limits established in Chapter 3 of Annex 16.

(e) The radio equipment must be FAA approved and comply with TSO and TC specifications.

(f) Equipment. The aircraft must comply with the following equipment [[requirement]]:

(i) The front seats of normal and utility [[category]] airplanes must be equipped with either a shoulder harness or a belt and diagonal shoulder strap.

(ii) Passengers seats must be fire blocked in accordance with [[14 CFR part 25]] section 25.853 (b).

(iii) Each lavatory compartment must be equipped:

a. With a smoke detector system or equivalent system that provides a warning light or audio warning in the passengers cabin which would be readily detected by an attendant.

b. With a built in fire extinguisher for each disposal receptacle for towels, paper or waste located within the lavatory.

(iv) Life jackets must be FAA approved and comply with TSO-C13c

(v) ELT must be installed.

(vi) The barometric setting [[markings]] of the altitude indication instruments, including stand by altimeters and cabin altitude indicators, shall be presented in "mbar" or "hPa". All other instruments must display usual and traditionally accepted [[markings]]. However, the [[markings]] used on the instruments shall be consistent with those presented in the flight and maintenance manuals.

(g) DGAC [[may require an inspector to be sent to the site where the aircraft is located in order to issue a temporary airworthiness certificate, if applicable]].

(h) DGAC requires a weight and balance report after any major inspection or after any structural modification.

4. RECENCY OF CERTIFICATE FOR COMPLETE AIRCRAFT (NEW OR USED).

4.1 Export Certificate of Airworthiness (FAA FORM 8130-4) for complete aircraft (new/used) should have been issued with 60 (sixty) days prior to the date of arrival of the aircraft in Mexico and also not more than 50 (fifty) flight hours since issuance of the Export Certificate of Airworthiness.

5. CERTIFICATION REQUIREMENTS FOR AIRCRAFT PARTS.

5.1 CLASS I PRODUCTS (ENGINE/PROPELLERS).

(a) Export Certificate of Airworthiness, FAA Form 8130-4.

(b) Statement of Airworthiness Directives and Service Bulletins complied with (if applicable).

5.2 CLASS II PRODUCTS.

(a) Airworthiness Approval Tag, FAA Form 8130-3.

(b) Statement of Airworthiness Directives and Service Bulletins complied with (if applicable).

5.3 CLASS III PRODUCTS AND APPLIANCES.

(a) Airworthiness Approval Tag, FAA Form 8130-3 (if the part has a serial number); or

(b) A Technical Standard Order (TSO) authorization granted under [[14 CFR]] part 21, Sub-part O; or

(c) A document issued by the manufacturer of the component, which contains a certification the component was manufactured under;

(i) A Production Certificate (PC) granted under [[14 CFR]] part 21, Sub-part G; or

(ii) An FAA Parts Manufacturing Approval (PMA) granted under [[14 CFR]] part 21, Sub-part K; or

(d) FAA Certificate of Conformity if the item was manufactured under TSO/PC/PMA; and

(e) Statement of Airworthiness Directives and Service Bulletins complied with (if applicable).

6. CORRESPONDENCE FOR APPLICATIONS.

6.1 All correspondence regarding Certification and Registration of civil aircraft should be addressed to:

DIRECCION GENERAL DE AERONAUTICA CIVIL (DGAC)
PROVIDENCIA 807, 6° PISO, COL. DEL VALLE
MEXICO, D.F. C.P. 03100

TEL: (525) 523-66-42
FAX: (525) 687-76-60
Email: jbarges@sct.gob.mx

FOR CERTIFICATION:

DIRECCION DE AVIACION
PROVIDENCIA 807, 3er.PISO, COL. DEL VALLE
MEXICO, D.F. C.P. 03100

TEL: (525) 687-79-41
FAX: (525) 523-62-75
Email: psand@sct.gob.mx

FOR REGISTRATION;

DEPARTAMENTO DE REGISRTROY CONTROL AERONAUTICO
PROVIDENCIA 807, 1er.PISO, COL. DEL VALLE
MEXICO, D.F. C.P. 03100

TEL: (525) 523-45-38
FAX: (525) 523-34-19